

The Northwest.

Devoted to the Development of the New Northwestern States and Territories.

Vol. I

NEW YORK, FEBRUARY, 1883.

No. 2

BISMARCK AND ITS BRIDGE.

Some Account of one of the Most Prosperous of the new Dakota Towns.

The geographical position of Bismarck, Dakota, is scarcely inferior to that of any city between the Atlantic and Pacific Oceans. The town is situated on the east bank of the Missouri River, which, with its tributaries, gives about two thousand miles of navigable water above it to the northward and westward, and the same number of miles below it southeastward to St. Louis. Its landing is one of the finest on the great river, and the place has already become, and is likely always to remain, the centre of steamboat navigation in the Northwest.

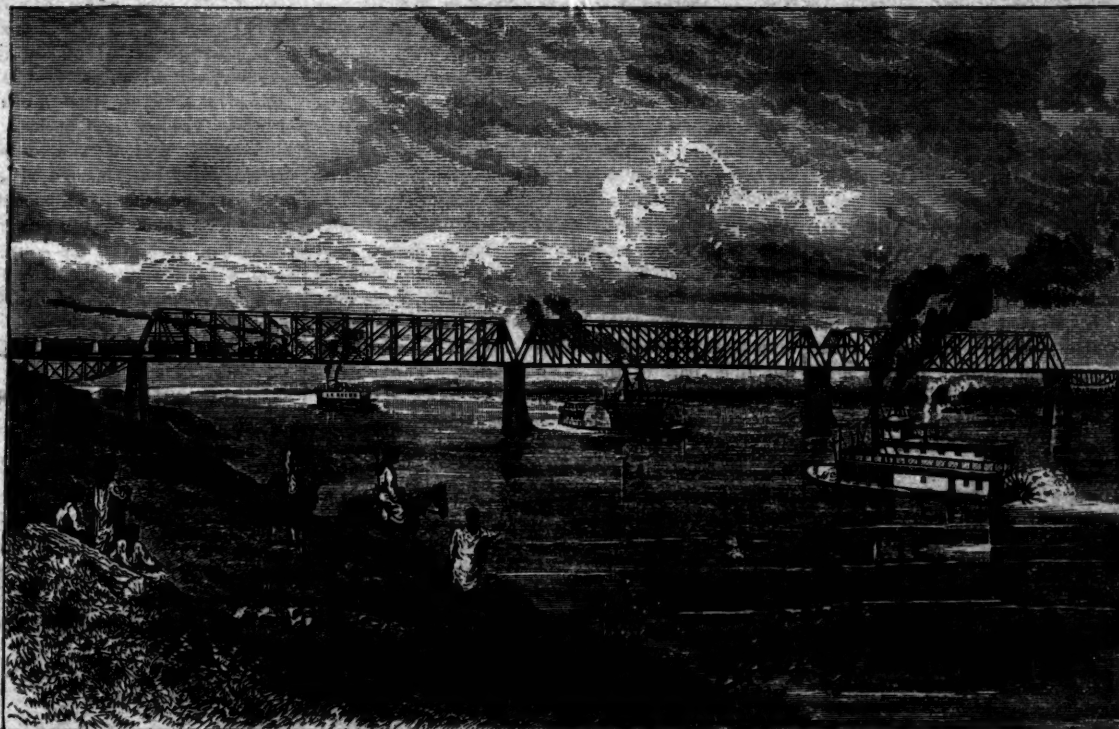
Surrounding Bismarck are wide expanses of arable soil, which are capable of producing everything necessary to the subsistence of a large population. The town is as remarkable for its healthy situation as it is for the productiveness of the land which environs it. Its elevation above the sea is 1,690 feet, and it not only lies above the line of possible submergence by the river, but is well adapted to easy and cheap drainage. Not more than ten years ago did the thought of building up a city at this point enter the brain of a white man. In 1872 the engineers of the Northern Pacific Railroad decided upon crossing the Missouri here; and this decision, supplemented by the local and surrounding advantages, resulted in the survey and first settlement of the city of "Edwinton," soon after changed to Bismarck by resolution of the Board of Directors of the railroad company.

A correspondent of the New York *Graphic* thus describes the town and its trade: "A 'centre,' meaning a distributing point, is always a metropolis in this country. Bismarck is unmistakably a centre, and therefore must suffer the hackneyed compliment of a metropolis. I would call Bismarck a trading point, a commercial place, a wholesale town, a young St. Paul, Kansas City or Omaha. It may be, in the best sense of the word, an inland metropolis. At present it is a prosperous town of 3,000 people, located on the Missouri River, where the Northern Pacific crosses and runs away through western Dakota and Montana. It is notable for its geographical position. The Northern

Pacific is a transcontinental railway, and the Missouri is a transcontinental river, north and south. At their intersection must grow up a big town, or there is nothing in location. People and trade intuitively seek a 'centre.' Where they find rival transportation interests, there they congregate and found a city. Before the days of railroads, cities were started upon rivers and harbors for the lone reason that there was one cheap way of reaching the land tributary and in turn reaching the cities. The railroads, following with all their mighty influence, have failed to build greater cities than those founded upon the lakes, sea-board and rivers. The faster method of travel and transportation has only been an auxiliary and not an enemy of the water towns. The latter-day means of transportation follows the trail of the civilization that grows first upon the sea coast, the lake shore and river side. This

metropolitan, after the style of St. Paul's surprisingly fine business houses. Another three-story, 50x100, finer than the bank building, is going up as the wheat is coming in. The First National Bank has purchased the ground, and will build next season a very fine block. After the wheat was cut an elevator company was organized, and the work of building the elevator is now finished. The steam flour mill is putting in the roller system, and buying wheat at ninety cents per bushel. With this improvement the Bismarck mill will turn out a first-class patent process flour and supply the local demand. This mill was built before any wheat was raised in the county. The proprietor anticipated the demand, and gave an impulse to wheat culture by his unusual enterprises.

"Buildings evidently pay here. The meanest frame in a very desirable block rents from \$50 to \$100 per month, according to the depth of the room, without loft or cellar; a brick room rents readily for \$100 per month, and the sharper men of the town argue that high rents pay. High rents, it is claimed, built up Kansas City. Capital finds out these investments and comes in, anxious to share the percentage. The Bismarck National figures on twelve per cent. on its building and bank rent free, the bank occupying a room worth \$1,200 per year. Responsible men, like the mayor of the town, offer a guarantee of fifteen per cent. net to capitalists who will buy and build



BISMARCK BRIDGE, OVER THE MISSOURI RIVER.

law of civilization is fixed. Artificial highways may build in the United States small centres and prosperous districts, but never great ones. This reasoning applies to the town, 470 miles west of Duluth, at the head of Lake Superior, and 1,500 miles from Puget Sound, where the Northern Pacific terminates.

"The crop harvested last season is an earnest of the yield per acre on the Missouri slope. Wheat averaged from twenty to thirty bushels per acre, and oats from fifty to ninety-seven bushels. Total acreage, about 15,000. This substantial collateral, at this time, to Bismarck's established trade, guarantees an increase in volume that will show up handsomely on the side of profit. It has already inaugurated what the *Bismarck Daily Tribune*—a live, rosy paper—calls the 'Brick Era.' One three-story brick, built jointly by a Jersey City clergyman and the Bismarck National Bank, is under roof. The bank paid the clergyman \$6,000 for its twenty-five feet. The building, fifty feet frontage, is

on the best business lots for a period of five years. I have found upon investigation that they would make money out of their guarantee. The frame business places pay a much larger percentage. The man who builds a brick establishment makes a temporary sacrifice. Aside from three blocks, fronting Main Street, there is no boom in real estate. In these blocks the rents are so good that the value of the land has enhanced upon a purely business basis. The lots in the same blocks on side streets that are sure to grow in popularity are worth from \$1,000 to \$2,000. Fine residence lots run from \$100 to \$300. Lands adjoining townsite or very near it call for \$50 to \$100 per acre. Agricultural lands, partly improved, within a radius of six miles, \$10 to \$25 per acre.

"Besides the flour mill, the elevator and the new bricks, the casual visitor notices an artesian well, now down 400 feet, and located on a hill where a reservoir

(Continued on third page.)

WESTERN GROWTH.

Rapid Rise and Regeneration of the Mining Town of Bunko.

E. J. Burdette, in Burlington Hawkeye.

The mining town of Bunko had 60 shanties, 100 tents, 600 population, and 99 men who drank whisky, played old sledge, and carried knives and revolvers, and stabbed and peppered each other on the slightest provocation. The one man who didn't drink was a thin, hungry-looking man, whom the boys had elected for justice of the peace, police justice, chief of police, chief fugleman at funerals, superintendent of hospitals and principal of public schools.

He had all he could do to carry around his load of dignity. Had he added one drink of whisky to his burden he would have been crushed to earth.

One afternoon it became the painful duty of the man of many honors to proceed to the shanty occupied by Wicked Jim of Arkansas, and to remark to that individual:

"James, it is the sentiment of this 'ere enterprising town that you get up and get."

"Kin you back them remarks?" calmly inquired the Wicked, as he turned over in bed.

"I reckon," whispered the judge, as he brought two "colts" to bear on the lemon-shaped head not ten feet away.

Wicked Jim surveyed the situation without a wink, and after the lapse of about seventy seconds, he placidly remarked:

"I'll git."

"When?"

"Soon as I can pack."

"That'll dew, James," observed the judge, and he eased down the hammers of his revolvers, and went away to select a site for a college.

Wicked Jim betrayed no particular emotion as he went about packing up, and at the end of an hour, when he rode his mule out upon Campus Martius, with all his traps made fast to the saddle, no one could have suspected the Vesuvius raging in his heart. A crowd had gathered to see him off.

"Gentlemen," said the Wicked, as he bowed to his right and left, "I spit upon your town of Bunko. I can build a better one of sand and grease. It ain't a fit town for a gentleman like me, and I've allus knowed it."

At this point three or four individuals on the outskirts of the town began shooting, but the Wicked took no notice of it as he continued:

"The lion can't partner with the jackal! The eagle can't mate with the buzzard! Slinks, sluggards, curs and reptiles, I go!"

Here the shooting increased one-half, and one of the bullets passed through the Wicked's hat as he raised it and continued:

"But I will return, and when I do, look out for oceans of gore. In less than a year I'll dump your town into the river and hold the site for a private graveyard! Whoop! Yip-yi-woop!"

The Wicked held two shooters on the crowd as he galloped off, and the result was two men killed and three wounded. A hundred bullets whizzed around the fugitive, but he turned the bend without having received a scratch.

Twelve months had passed away. It was evening when five horsemen rode slowly into Bunko. Wicked James rode at the head of the procession. He had come to fulfill his promise, and there was blood in his eye.

"How's this 'ere?" queried the Wicked, as the band reached the brow of the hill and looked down upon the town.

Gas lamps were now burning in every direction.

The procession moved down to the spot where the Red Eye saloon had stood a year before, and again the Wicked uttered a growl of surprise.

The saloon had disappeared and in its place stood a solid brick building bearing the sign: "Manufacturers' Bank."

The procession moved down to the next corner of our freshly laid pavement. In place of the "Can Can Dive"

was a fine opera house, and across the street was a great hotel.

Like men who walk on the steep roof of a house, the procession moved down to the public square. This was the spot from which Wicked had taken his departure a year ago. No, it can't be! Here are blocks of stores, a street car line, a market house, another hotel, a railroad ticket office, a police station and a public museum.

The Wicked rubbed his eyes like a man who has slept too long, and he looked this way and that in dumb amazement. By and by he said:

"Boys, let's gin one old-fashioned yell and break this mirage."

They yelled in chorus.

The echo had not yet died away when men wearing uniforms and silver stars suddenly appeared, as if rising from the earth. The Wicked and his companions were pulled from their saddles and hustled across the square into prison cells, and while they seemed to be struggling in the embrace of some terrible dream, they were brought into court, and heard the observation from a dignified judge:

"We can not tolerate such conduct in a peaceful, law-abiding city like Bunko. The sentence of the court is ninety days in the workhouse for each one of you!"

THE PRESERVATION OF THE YELLOWSTONE PARK.

From the New York Tribune.

It is certain that within a short time a branch road will run southward from the Northern Pacific, while another will extend northward from the Union Pacific to the park. As soon as visitors can reach the confines of this basin, with its gloomy cañons and rivers plunging into their depths, its boiling springs and mud volcanoes and spouting geysers, without leaving their parlor cars, the region will be thronged. Some provision for their comfort and entertainment will be needed. Preparation for this purpose must be made, too, within the park, for its present boundaries contain some 2,500 square miles. But of course great caution should be exercised in granting exclusive privileges. The first thing to be cared for is the park itself. The elemental forces which made the world here display themselves as they are not manifested in any other part of the earth's surface. The scenery, too, has a unique impressiveness, as if some distinct preparation had been made for this heart of the continent, from which water flows to the Gulf of California, the Pacific, and the Atlantic through the Gulf of Mexico. The preservation of this wonderland as it is, in all its original grandeur, should be the prime condition exacted from any or all who are granted privileges from the Government. And this protection should mean more than simply guarding the forests from fire, and the geyser cones from being battered down. The danger from "improvements" is quite as serious as any threatened by the wantonness or thoughtlessness of visitors. The most sublime scenery, when scarified by a brutal engineer, may lose all its impressiveness, and the obtrusive ugliness of some misplaced hotel can disfigure the noblest landscape. Not a road should be graded nor a single structure erected in Yellowstone Park until plans have been submitted to some artist of recognized taste. Provision against the vulgar intrusion of distracting and incongruous objects should be another condition in any lease of park privileges.

Forty-five miles of new railroad, being an extension or continuation of the Oregon and California Railroad southward from Roseburg, has been formally accepted by the United States Commissioners, J. H. Flisk, J. McCracken and E. R. Geary, who have just returned from an official trip over the line of the new extension. They report the road-bed, which extends from Roseburg, a distance of forty-five miles, to the west fork of Cow Creek, Oregon, a first-class piece of work. The grades are easy, the track well constructed, steel rails and good bridge work. The line of the road is through a region prolific in its natural advantages, both as to soil and beautiful scenery.

SUCCESSFUL FARMING IN DAKOTA.

From the Jamestown Alert.

President Wells, of the James River National Bank, has just closed the accounts of his farming operations for 1882 and furnishes us a summary of the results, prefaced by the statement that his farms are small and scattered in Stutsman and La Moure Counties.

Total acreage embraced in his farms, 2,720; number of acres cultivated in 1882, 1,087; actual cost to date of the 2,720 acres, including five sets of farm buildings and all improvements, \$26,217.04; present value of the same property (estimated), \$42,000. The 1882 product of the 1,087 acres under cultivation was as follows:

Wheat	16,197 bushels.
Oats	14,616 "
Potatoes	1,050 "
Hay	105 tons.

The whole selling for \$23,441.13. The net proceeds realized by Mr. Wells, after paying all expenses, amounted to \$7,814.71. The above statement emphasizes the profits of Dakota farming. It shows that the net returns from 1,087 acres of cultivated land paid 29 per cent. interest on the actual cost of 2,720 acres of land and all improvements, or 18½ per cent. on the present estimated value of the 2,720 acres. The present estimated value showing a gain of more than 60 per cent. over the cost.

The average net income to the owner from every acre of land cultivated is shown to have been \$7.18, being 10 per cent. interest on a valuation of \$71.80 per acre, and yet some people claim our lands are too high where they reach \$10 or \$15 per acre. Mr. Wells reports a few of the exceptional yields, as follows: the highest yield of wheat was 39 bushels, being the average on 27 acres. One measured field of 100 acres of wheat yielded 3,405 bushels, over 34 bushels per acre, another field of 205 acres measured out from the machine 6,199 bushels, or a little over 30 bushels per acre. On the other hand, enough of Mr. Wells' land produced a small yield to bring the average down to the general average of the entire James River Valley, so that as a whole the above figures may be taken as a fair estimate of what can be done anywhere in north Dakota.

NORTHERN PACIFIC RAILROAD.

Table of Distances and Elevations.

PLACE.	Distance from Duluth.	Elevation above sea level.
Duluth,	0	604
Brainerd,	114.	1299
Red River (Fargo),	252.6	903
Missouri River (high water opp. Mandan),	454.3	1644
Heart River Summit,	590.3	2785
Little Missouri River (Bad Lands),	604.3	2270
Glendive Creek Summit,	643.3	2835
Glendive,	670.3	2070
Livingston,	1010.9	4480
Bozeman Pass,	1023.5	5813
Summit grade,	1023.5	5565
Ft. Ellis,	1033.	4860
Missouri River Crossing, near Bedford,	1101.	3851
Beaver Creek Summit,	1112.	4350
Helena,	1134.	3935
Mullan Pass,	1153.	5855
Summit grade,	1153.	5548
Frenchwoman's,	1162.5	5040
Mouth of Little Blackfoot,	1183.5	4320
Missoula,	1257.	3207
Foot of Grade, Coriakan Defile,	1285.	3070
Junction Missoula and Flathead Rivers,	1326.3	2479
High water of Lake Pend d'Oreille,		2084
Sand Point,	1454.3	2090
Summit west of Lake Pend d'Oreille,	1482.	2450
Snake River (high water at Ainsworth),	1672.	349
Wallula,	1684.3	337
Portland (by O. R. & N. Co.'s R. R.),	1897.3	0
Kalama,	1937.3	0
Tacoma,	2042.3	0

(Continued from first page.)

can be built to excellent advantage; this well is expected to furnish a supply of water that will meet the demands of a big town. If a success the town will be in superb luck.

"A greenhouse, that furnishes flowers and vegetables the year round, is a place of interest to the skeptical horticulturist and advertisement of Bismarck soil and climate that tells. It has run away with the proprietor's expectations. The county court house is a substantial brick structure that will outlive the present generation. It stands in a cultivated yard, surrounded by a neat iron fence. The Sheridan house, where the trains stop, is one of the largest in the territory. There are four or five smaller hotels, all full, and an active local

new iron railroad bridge, completed in October. The cost of this bridge, with approaches, is about one million dollars. With an uninterrupted travel, Bismarck gains in the trade from the West. All the merchants west of the river at Mandan, Gladstone, Dickinson, Glendive and Miles City, can reach Bismarck without delay, and have their orders filled and forwarded without interruption."

The great bridge across the Missouri River is about two miles from the town of Bismarck, at a point of crossing used by the Indian hunting and war parties in the early times. In the winter of 1880 the river was examined and the location for the bridge was definitely determined in July following. Ground was first broken for the structure May 12th, 1881, but the work of recti-

FRESH FACTS ABOUT DAKOTA.

From an interview with Colonel Lounsbury, Editor of the Bismarck Tribune.

The Territory of Dakota has an area of 153,000 square miles. That portion lying north of the forty-sixth parallel, for which a separate territorial government is asked, has an area of 75,000 square miles, while Ohio has but 39,000, Pennsylvania but 46,000, New York but 47,000, and all of New England but 68,000.

The population of the proposed new Territory is 110,436, distributed as follows: Barnes County, 7,000; Burleigh, 5,000; Cass, 18,608; Dickey, 2,000; Griggs, 5,000; Grand Forks, 15,000; Kidder, 725; La Moure,



VIEW OF BISMARCK FROM THE NORTH.

demand for capital to build another large one. There are five churches and another one is promised. The school buildings are receiving additions, and the local sentiment is growing in favor of a large high school building. Camp Hancock, named after General Hancock, is the Depot Quartermaster's Headquarters. The quartermaster keeps the ground in nice order, has a good house, neat office and stabling for several head of mules that do service in the ambulance.

"The supplies for Fort Lincoln, Yates, Stevenson, Buford and Assiniboine come here and are reshipped by river. This is an important shipping point for military supplies and Indian goods. It is also a port of entry, and the collector of customs has something to do in the summer season. Goods in bond go through Bismarck, billed for the northwestern British possessions, 1,500 miles distant. At the steamboat landing there are several warehouses through which the goods for the river route pass. Twenty-five different steamboats arrive and depart from this landing, carrying on an important commerce. The store trade of one line of four boats amounts to \$125,000 in a single season. This trade means the goods are supplies these boats sell to sutlers, wood choppers and others who occupy at different points the river country between Bismarck and Fort Benton, the head of navigation. The business of this line proper is carrying goods for Montana merchants.

"The largest item of interest about Bismarck is the

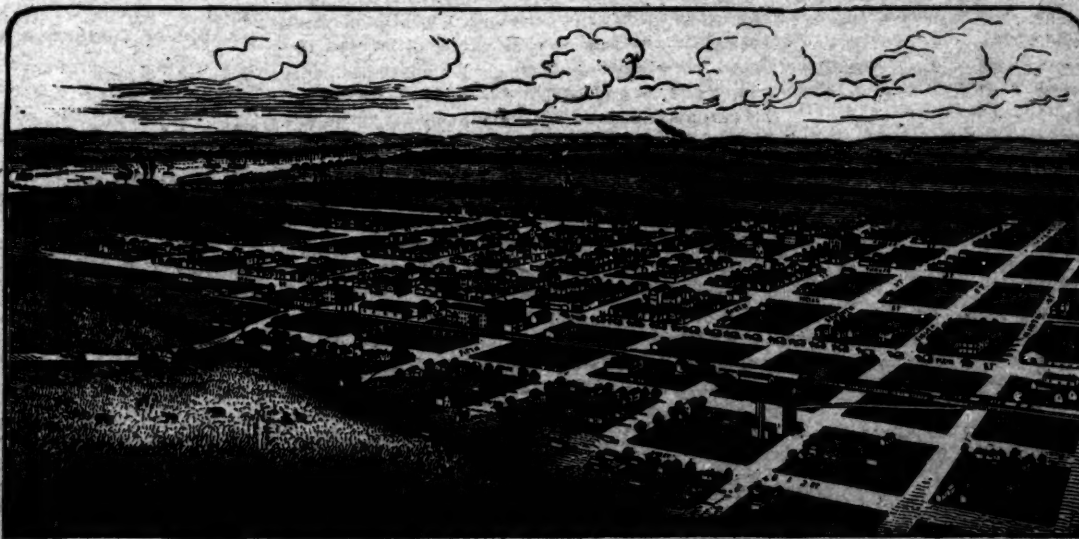
tying the channel had been in progress for some months. The piers are entirely of granite; those in the channel are of unusual size and founded on the hard underlying strata, fifty feet below low water. The superstructure of the bridge consists of three "through spans" and two "deck spans." The former are 400 feet long and the latter 113 feet. The height of the spans above high water is fifty feet. The length of the permanent bridge is 1,460 feet. Each through span contains 600,950 pounds of wrought iron, 348,797 pounds of steel and 25,777 pounds of cast iron. The bridge

500; Morton, 2,500; Pembina, 9,000; Ransom, 4,500; Richland, 8,000; Statesman, 4,945; Traill, 12,000; Walsh, 12,000; unorganized counties, 3,600. By the census of 1880 it was shown to be 34,663, and the present estimate, made by competent persons in the several counties, is justified by the following comparative statistics:

The taxable valuation in June, 1880, was \$7,324,700; June, 1881, \$15,338,847; June, 1882, \$24,764,805.

In June, 1880, there were but two national and five private banks in north Dakota. January 1st, 1883,

there were fourteen national and twenty-two private banks. In June, 1880, there were but nine church structures; now there are seventy-six, costing \$196,000; then but seven school buildings, now 154, costing \$368,700; and there are now 327 public and thirteen private schools. Then there were but one daily and ten weekly newspapers; now there are eleven daily, forty weekly and six monthly publications. Then but 136,367 acres



VIEW OF BISMARCK FROM THE SOUTH.

was opened for traffic October 21st, 1882. The engineer who made the plans and superintended the work was George S. Morison.

A BILL is before the Dakota Legislative Council providing for the creation of a new county out of the western part of Cass and the eastern part of Barnes, with Tower City as the county-seat. A number of other new counties will doubtless be formed soon.

were under cultivation; now 883,356, of which 646,326 acres are devoted to wheat, 161,383 to oats, and 25,628 to corn, barley and other miscellaneous crops. The value of the wheat crop alone will exceed \$10,000,000—remarkable showing for a region destitute of settlement even as late as 1871.

In June, 1880, there were 260 miles of railroad in operation in north Dakota, now there are 845 miles, and about 150 miles in addition are under contract to be completed during the current year.

BUFFALO BILL'S FIRST SPECULATION.

How He Founded, Developed and Sold a
Prairie Town for Forty Dollars.

From the Brooklyn Eagle.

"Speaking about Western enterprise and rapid growth," said Buffalo Bill to a reporter, "did you ever hear of the rise, decline and fall—particularly the fall—of modern Rome? Because, if you didn't, it's worth five minutes of your time to sit down here while I tell you about it."

"A few years ago," said the noted scout, "I met a man named Rose, who was a contractor on the Kansas Pacific Railroad, and he significantly remarked that he had an idea for laying out a town near Fort Hays, where the railroad was to cross. After some talk we agreed to become partners in the scheme and at once set to work. We hired an engineer to survey the site and stake it off into lots. Then we built a store, threw it open to the 'public,' and burdened the settlement with the red fire and slow music name of Rome. By way of encouraging attention we donated lots to all who would build on them, and, of course, hung on to the corner sites, which we valued at \$50 each. Somehow or other we seemed to hit the thing just right, for in less than a month we had an imposing collection of about 100 frame or log houses. 'No millionaire ever had a better start,' said Rose, and we shook hands and walked around and saw a golden lining in the clouds of the future, so to speak. We were probably the most inflated men in the State.

"One day a fine looking elderly gentleman dropped in to see us, and inquired if we wanted a partner. We said not to any great extent, and then he announced himself as a prospector for the Kansas Pacific Road, and said that his business was to locate towns at convenient points along the line.

"'You're a little late in the day,' we said loftily. 'We are already located!'

"'Oh, you are, eh?' he answered; 'well, you see the company expects to make money by selling lands, and as you are not disposed to give us a show, we'll have to start another town near you for the sake of an experiment.'

"Sure enough, the next day he commenced hauling material to a spot about a mile east of us. He staked out the place and called it Hays City. He hung around and got acquainted with all of our population, said the railroad would see Rome hanged first before coming anywhere near it, and spoke about magnificent round houses and machine shops which were soon to be constructed. We only laughed—that is, Rose and I.

"Rose had to go away from the place on business and promised to be home in a week. That same day there was a stampede. I'll swear that the Romans got their wagons out, tore down their shanties, and moved bag and baggage to the new metropolis. The way houses disappeared was a marvel, and in three days' time my original cabin was as solitary and lonesome looking an institution as you ever saw outside of a desert. One night about ten o'clock I sat moodily in the front room of our crib, when somebody knocked on the front door. It was Rose, and it was thirty seconds before he could say a word.

"'Possibly,' he at length whispered, 'possibly you will be kind enough to tell me what has become of the town?'

"Then I told him. We sat there and talked, and after awhile passed out into the still air of the night. We could see the distant lights of the new settlement, and occasionally heard the howl of a coyote. One was about as pleasant as the other. 'And this is Rome,' said Rose, dramatically, as he sat down on a pine box. 'Yes,' I answered, 'and we are Romans!'

"'Well, you can retain your citizenship if you want to,' he replied, 'but Omaha is good enough for me,' and jumping on his horse he disappeared silently and without another word. We never met again.

"The next morning I sold what was left of Rome for \$40, and if ever Rose and I face each other once more, I am going to offer him half of it."

NORTHWESTERN CLIMATIC PECULIARITIES.

H. V. Smalley in Century Magazine for February.

It is a common mistake in the East to suppose that the rigorous winter climate of Minnesota continues westward on parallels of latitude all the way to the Rocky Mountains. Dakota winters are even more severe than those of Minnesota, because there are no forests to break the force of the blizzards. There is, however, a great deal of bright, still weather, when the cold is hardly felt, because of the dryness of the air. West of the Missouri the mean winter temperature steadily increases as you go toward the Rockies, and the weather in December, January and February in the Valley of the Yellowstone is no more rude than in Maryland or southern Ohio, with the great advantage of a dry, bracing atmosphere, instead of the cold rains and sloppy snow-falls which characterize the season in the middle latitudes—the Atlantic coast and Mississippi Valley. The snow-fall is much less than in the belt of country along the Union Pacific Railroad. On the Northern Pacific line, which runs at one point in Idaho almost as far north as the boundary of British America, the only region of heavy snow-fall is around Lake Pend d'Oreille; and for a hundred miles up Clark's Fork of the Columbia; but there the road is protected from drifts by the heavy forest growth. No serious obstacle to regular winter traffic will be occasioned by snow on any of the railways penetrating the northern lines of States and Territories between Lake Superior and Puget Sound. The fact that Montana was formerly the great buffalo range, and is fast becoming a vast cattle and sheep range, verifies the assertions of its inhabitants regarding the light snow-fall.

Between the Rockies and the Cascade Range, in the new agricultural regions of Washington and Oregon, the climate does not greatly differ from that of Pennsylvania. The summers are cooler, because of the greater elevation above the sea level, and the winters dryer, with less snow. Cattle and horses live on the dried grasses all winter, in the whole region, as far north as the British line. West of the Cascades, in the rich Valley of the Willamette, and the Puget Sound country, the summer weather is perfect; but there are five disagreeable, rainy months, from October to April. Very little snow falls, but "the rain it raineth every day;" or, to be more precise, about two days out of three. Perhaps the best climate, the year round, of the Pacific Northwest, is that of the Rogue River Valley, in southern Oregon. The southwest winds, which bring the winter rains, strike the coast a little north of this valley, and its winter climate is said to resemble that of Italy. The summer climate is not unlike that of the interior of Massachusetts. On all the Pacific Coast, it is the direction of the mountain ranges and of the currents of sea-air that determine climate more than latitude. Thus, the winter in Victoria, on Vancouver's Island, is no colder than that of Baltimore, while the summer resembles that of Newfoundland, if any parallel to its delightful, cool, bracing weather can be found on the Atlantic coast. For the most agreeable climatic conditions possible, one should have a cottage in Victoria for the summer, looking out over the blue waters of the Strait of Juan de Fuca, and a fruit ranch for the winter in one of the warm valleys of Southern California.

THE CITY OF SEATTLE.

A subscriber who recently visited Puget Sound, contrasts the present appearance of Seattle with its look when he first saw it ten years ago. His letter gives a great deal of information, in brief compass, about the place. He writes:

LOWELL, Mass., Feb. 1st, 1883.

Ten years ago was my first visit to Seattle, on Puget Sound, at that time having less than one thousand population; it now has about seven thousand. The surrounding country was then a dense forest. Two years ago, as our steamer rounded Alki Point, one of the most beautiful cities in the world arose before us, in the shape of a half moon, gradually rising to the height of three hundred feet, and extending three miles

eastward to Lake Washington. The streets are well planned, running with the points of the compass; and if the city were ten times larger, the view of the Sound and Mountains, from every house, would still be magnificent.

Seattle is well supplied with school-houses costing from \$5,000 to \$20,000 each; the Territorial University is also located there. During the past year there has been expended on business blocks and hotels \$200,000; private residences, \$150,000; churches and hospitals, \$50,000; public and school buildings, \$50,000; wharves, warehouses, coal bunkers, and other investments of railway and steamship companies, \$200,000.

The city has an efficient fire department (including two steamers); also a National Bank, two or three private bankers, a barrel factory employing two hundred hands, a foundry, several large saw mills, a sash and blind factory, gas works, electric lights, telephones, etc.

Having no railway communication with the world, built up almost entirely by the enterprise of her citizens, capitalists have but just awakened to Seattle's commanding position and vast resources in forests, coal, iron, water power, harbor and lakes, capable of supplying the wants of millions.

The City of Seattle confidently awaits the coming of railroads now approaching completion, and will compete, on friendly terms, with all other aspirants for supremacy in the future great State of Washington.

H. H. D.

OUR GREAT NATIONAL PARK.

By next summer all who can afford it may visit Yellowstone Park, as the railroad will have reached it by that time. This is undoubtedly the most weird, wonderful and picturesque region on the face of the globe. It has the mountains of Switzerland; the geysers of Iceland, and the black forests of Russia; while its rare scenery reproduces all that is striking and wonder-inspiring in every part of the globe. By next summer it will have hotels, roads, bridle-paths and telegraphs. So far, it has not been efficiently policed, and as a consequence the pot-hunter has been abroad, slaughtering myriads of game which should have been protected. The time is coming when Americans will find more attractions in their own country in natural scenery than in any part of the Old World. There is nothing comparable abroad to our Garden of the Gods in Colorado, the Yosemite Valley in California, and the Yellowstone Park in the Northwest. It is true we have no Mont Blanc, and no Rhine; but, after all, Europe is attractive, not so much on account of its natural beauties as because of its historical associations. Here we see nature in its freshest and wildest aspects, but abroad we study the works of man, and the memorials of human greatness.—Demorest's Monthly for February.

DAKOTA WINTER WEATHER.

If the defamers of Dakota, the tender-feet who have been here during a slight wind and snow storm and returned to their mothers' arms crying about the blizzards, could be in Dakota to-day, could have been here yesterday, or at any time in the past five weeks, it would require only a slight allotment of common sense for them to recognize that a Dakota winter is in reality less severe upon both man and beast than the winter of more southern climes. At seven o'clock this morning the thermometer registered twenty-eight degrees below zero; yet the cold was not severe. Men went about their business without complaining, and by eight o'clock the streets were lined with people. "How are you, colonel?" "Good morning, captain," and on they went to duty. There were no exclamations regarding the cold, for it was not cold in the sense of the term "cold," as applied to Chicago or New York weather, which pinches not only the vitality, but frequently all the humanity and milk of kindness, out of a man, and leaves him in turn trying to pinch the eagle off a quarter and waiting for a sunstroke to thaw him out.—Grand Forks News.

The largest salmon caught in the Columbia River last season weighed 66½ pounds.

PORTLAND, ON THE PACIFIC.

The Growth of the City—Commercial and Industrial Statistics.

H. J. Winsor, in N. Y. Evening Post.

Before this comes into your hands the extension of the railroad from Portland to Bonneville, a town nestling at the base of the Cascade Mountains, on the Columbia River, will be open to traffic. This extension, built in the face of engineering difficulties which seemed almost insuperable, offers attractions to the tourist which, in point of grand, beautiful and romantic scenery, can nowhere be paralleled. This is a broad assertion, but it will not be disputed by those who have seen the beauties of the Hudson, the panoramic glories of the Rhine, and the majestic charms of the Danube. The noble Columbia combines in the space of sixty miles of its enormous length—that portion between the confluence of the Willamette, twelve miles below the city of Portland, and the great gorge of The Dalles—all the individual natural features which have rendered the other rivers famous for picturesque and splendid scenery, except that here is to be found a richer variety, with the general effects far more imposing. Truly on this stretch of the Lower Columbia Nature exhibits herself in her most wanton moods, simply bewitching the beholder by her constantly changing aspects, from "grave to gay, from lively to severe," holding the gaze enchained and filling the soul with intensest pleasure. Numerous cascades pour in foaming torrents from heights of 500 to 1,000 feet down the rugged faces of the mountains; towering rocks of strange shape, bold, grim and defiant, frown upon the wayfarer; dark, wild cañons echo with the rush of tumultuous streams; the lofty slopes of the grand old mountains are clad with primeval forest growths which display gorgeous masses of color of every tint in these bright autumnal days. But I refrain from further description, fearing it may merge into rhapsody. Perhaps even that might be excusable, with the memory so vividly impressed by the grand and glorious pageant presented by Nature as one journeys down the Columbia to Portland.

Here I arrived a few days ago, coming from St. Paul by land, and taking in the wonders of the Yellowstone Park en route. I should like to give you some description of this most interesting journey, but have not the leisure to attempt it. Happily, the railroad is now so far toward its completion that the traveling public will next year be able to take a through train from Lake Superior to Puget Sound, and see for itself the most attractive part of the United States. This, indeed, will be pre-eminently the tourists' route, taking them through the lake-gemmed prairies of Minnesota, the limitless grain fields of Dakota, the fine mountain scenery of Montana and Idaho, and the grander views of the noble Columbia—almost every mile of the entire way offering a new charm, with its streams and lakes, and cañons and forests, and divers other features of picturesque and magnificent interest. Soon, also, it will be in vogue to extend this tour to the almost unknown shores of remote Alaska, where excursions are now even made in summer from Portland, visitors returning from the islands and glaciers and mountains of that region wildly enthusiastic over the marvels they have seen—likening its inland seas to Norwegian fjords, and its mighty glaciers to those of the Alps.

This letter was begun with the object of giving you a brief statement of the enormous growth which Port-

land has made in every direction during the past year. This advance strikes me very forcibly after the lapse of twelve months, since the time of my former visit. The city has always had a settled, substantial, prosperous aspect which seemed somewhat at variance with its youth, but it has made remarkable strides of late in its character as the metropolis of the Pacific Northwest. The population by the census of 1880, including that of East Portland and Albino, was 23,000 souls. Close estimates now place the number of inhabitants of the same district at 33,000—an increase of 10,000 in two years. These estimates are based upon the large number of persons arriving by steamship and rail, and the comparatively few who depart; upon an actual increase of the vote this year of 1,612 over that of last year, in spite of the fact that no special interest was felt in the election, and hundreds of voters refrained from coming to the polls; and, finally, upon the circumstance that in spite of a very large increase in the number of dwellings, the demand greatly exceeds the supply.

BUILDING ACTIVITY.

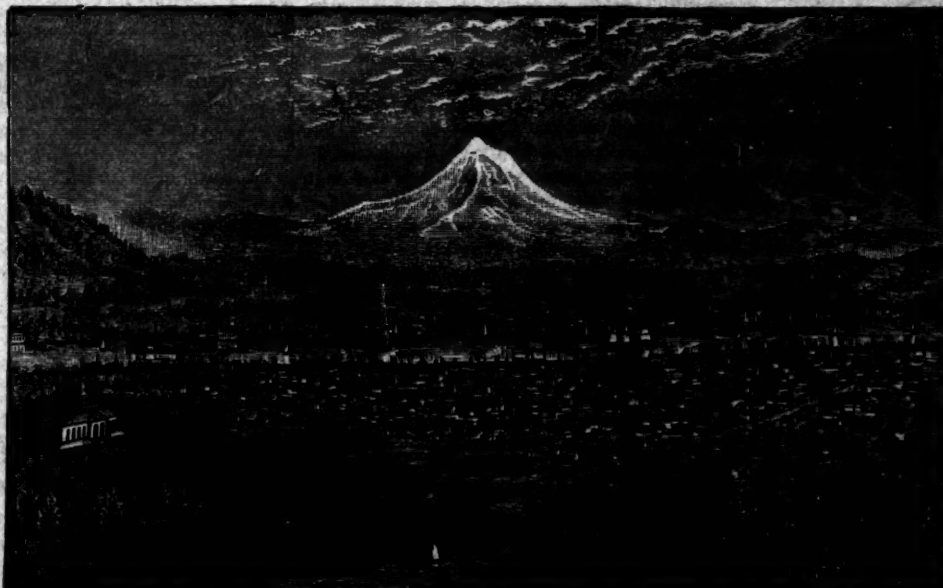
I have gathered a few figures as to building operations, which I transcribe. In Portland there were erected during the year 444 structures of every kind, most of which are now occupied or nearly ready for occupancy. These include two business blocks, valued

the easy and rapid unloading of cargoes of that description; and pile-drivers are active all along the river front west of the city in putting in the foundations of wharves and warehouses, to accommodate commerce. The present wharf facilities seem to be taxed to their utmost capacity by the large wheat-ships which line both sides of the river, either discharging ballast or taking in cargo. The docks are rarely vacant, one of the magnificent steam vessels of the ocean fleet between this city and San Francisco being constantly in port, since it has been found necessary to meet the urgent demands of trade by dispatching a steamship every third day from each end of the line.

Another striking characteristic of Portland is its well paved streets. In this regard it surpasses any place of its size that I know of, and the fact speaks volumes for the public spirit of the inhabitants. In 1881 the sum of \$336,000 was spent upon the thoroughfares; and in the course of the present year about \$500,000 more. All the important business streets are paved substantially with stone blocks. The residence streets are macadamized, and the sidewalks generally are in excellent condition. Well paved streets are a priceless boon to any community.

Portland's saw mills employ 500 men, and will produce this year \$1,000,000 worth of lumber; her planing mills employ 300 men, and the value of the product is put at \$400,000; her iron works employ 500 men, and the work turned out in 1882 will fall little short of \$1,000,000 in value; one bakery, employing 30 men, will produce \$185,000 worth of crackers; boots and shoes to the value of \$300,000 have been manufactured in the city. The increased product of the various manufacturing interests and trade growing out of these industries will reach in 1882 figures exceeding by at least 75 per cent. those of the preceding year. Probably Portland's factory products in 1882 will reach \$6,000,000. Some establishments work day and night.

An idea of the commercial importance of Portland may be obtained from a glance at the following figures, which show, respec-



PORTLAND, OREGON, WITH MT. HOOD IN THE DISTANCE.

respectively at \$200,000 and \$350,000; a bank building, costing \$120,000; two three-story brick stores, one of which is worth \$125,000 and the other \$300,000; a number of stores ranging from \$25,000 to \$40,000; a Presbyterian Church, costing \$30,000; two school buildings, each valued at \$35,000; four manufacturing establishments, aggregating in value \$125,000; an addition to St. Vincent's Hospital, costing \$12,000, several fine residences, worth \$20,000 to \$30,000 each; besides numerous others ranging in cost from \$5,000 to \$15,000. The total value of buildings erected since January, 1882, amounts to \$2,469,000. In East Portland 146 buildings have been put up, valued at \$219,000; and in Albino, another suburb, 53 structures, costing in the aggregate \$290,000, have been erected during the year. I am told it is impossible to build houses fast enough for persons who wish to rent them. There are too few cottages of the sort that are let from \$15 to \$25 per month; and a thousand of this kind would be rented immediately, those that are built costing about \$1,000, and having four or five rooms, finding ready tenants in advance of completion. In addition to the great amount of private building in progress, the railroads and other allied corporations are making great improvements along the river front at Albino. They have nearly finished a fine dry dock, capable of taking up the largest sea-going vessels; also, a coal chute has been constructed, which the increasing consumption of coal in Portland had made a necessity for

tively, the exports and imports, foreign and domestic, by way of the Columbia River, during the three months ended October 31st, 1882:

EXPORTS.	
Domestic.....	\$2,254,067
Foreign.....	2,329,924
Total.....	\$4,583,991
IMPORTS.	
Domestic.....	\$7,748,879
Foreign.....	157,649
Total.....	\$7,906,519

The leading articles of export are wheat, flour, wool, salmon and hops. As showing the colossal increase in the volume of Columbia River shipments within the past two years, it may be mentioned that the entire value of such shipments in the year 1880 was \$4,818,524, which does not equal the value of the shipments of three months of the present year. The exports of wheat and flour are steadily increasing, and must continue to do so for years to come. Perhaps not more than one-fifth of the cultivatable lands tributary to Portland are now tilled. These fertile regions, however, are rapidly opening to settlement by the ramifications of the railroad systems.

The hop-growers of the Willamette and Puyallup Valleys are in ecstasies just now at their good fortune. The yield wherever hops are cultivated in this part of the world is always large, and the crop has found a ready

market in San Francisco at prices hitherto ranging from 15 to 20 cents per pound. This year, however, the hop yield in England, Germany and other countries has been almost a failure. The demand for the crop of Oregon and Washington Territory has been quite active in consequence. Prices have therefore rapidly advanced, until they have to-day reached \$1 per pound, in a firm market.

FISHERIES.

The salmon catch of the Columbia River during the season of 1882 fell rather short of that of the previous year by from 10,000 to 15,000 cases; but, as the prices were higher, it is believed the canneries have made more money. The fishing season lasts four months, during which there are employed about 7,500 men, whose wages amount to \$1,330,000. The United States Government receives in duties on tin plate lead, etc., used in packing the fish, about \$40,000, and the capital invested in the canneries and their plant amounts to \$2,000,000. The following figures show at a glance the growth of the salmon fishery of the Columbia River since it was established in 1866. They also prove the importance of the industry—a fact which should stir up the legislators of Oregon and Washington Territory to protect it. The satanic invention of a fish wheel, by means of which the fish, without regard to size, are now indiscriminately slaughtered, should be banned; artificial propagation should be resorted to, and other judicious measures be adopted very speedily, if the business is to be continued.

Year.	Product.	Case Price.	Total Value.
1866.....	4,000	\$16 00	\$64,000
1867.....	18,000	13 00	234,000
1868.....	28,000	12 00	336,000
1869.....	100,000	10 00	1,000,000
1870.....	150,000	9 00	1,350,000
1871.....	200,000	9 50	1,900,000
1872.....	250,000	8 00	2,000,000
1873.....	250,000	7 00	1,750,000
1874.....	350,000	6 50	2,275,000
1875.....	375,000	5 60	2,100,000
1876.....	450,000	4 50	2,025,000
1877.....	460,000	5 20	2,392,000
1878.....	460,000	5 00	2,300,000
1879.....	480,000	4 60	2,188,000
1880.....	550,000	4 80	2,640,000
1881.....	530,000	5 00	2,650,000
1882.....	515,000	5 30	2,729,500

I have only hinted at the material progress which Portland is making. Her strides toward metropolitan life, in all its aspects, have also been great in other directions within the past two years. Her development has only been limited by her opportunities. Heretofore her communication with the outside world has been mainly confined to ships. Soon she will be brought by railroad in direct contact with the centres of eastern thought and civilization. What she now lacks to round out her metropolitan career she will not be slow to secure. Her social life at present is full of charm. Her literary, scientific and artistic life will soon appear, dispelling in its swift approach the last vestige of provincialism from its course.

JIM, BOSE AND THE BLIZZARD.

From the Minneapolis Tribune.

I was in Cheyenne after Jim had got rich, and persuaded him to give me that dog of his'n, Bose. I was out huntin' one day near Laramie, when one of them hurricanes come up, and I didn't know what to do. It was perrairie all around. I could see the storm acomin', but two miles off. If I run it would ketch me. If I staid thar it was death. So I jes took and shoved old Bose's nose agin a bank and yelled "Rats!" You orter have seen that dog scratch. He throwed dirt behind him like a breaking plow drawn by twenty yoke of oxen. I held on to his tail, and he scratched. We hadn't got in the ground more'n 200 feet when the storm struck us. But Bose kept scratchin'. I let him go on for a mile or so, when I told him to let up, which he did, the surprisedest dog you ever seed because he hadn't caught up with the rat. I got back to the top of the ground, went to Laramie, and started the story that I had found a cave. I made \$100,000 by showing tourists that cave, but lost it all in speculatin' in mines.

THE GREAT NORTHWESTERN BELT.

An English Journal Describes its Advantages for Settlement.

St. Paul Letter in London News.

The only large areas of unoccupied fertile land on the North American continent are those to be found in what is generally known as the New Northwest, under which term is embraced the Red River Valley, lying partly in the United States and partly in the Canadian province of Manitoba, the great plains of Dakota, the valleys of the Missouri, the Yellowstone, and their tributaries in Dakota and Montana, and those of the Assiniboine, Saskatchewan, and other streams flowing through British territory, and also a high rolling plateau lying west of the Rocky Mountains, and extending from Oregon northward through Washington Territory well up with the Queen's dominions. All this region, which may be roughly outlined as covering a territory a thousand miles long by five hundred wide, is now being opened to settlement by the construction through it from Lake Superior to the Pacific Ocean of two great trunk lines of railway, the Northern Pacific and the Canadian Pacific. A large movement of population is flowing into it from the older sections of the Union, from the eastern provinces of Canada, and from Northern Europe. Leaving Australia and New Zealand out of the account, this broad belt of country may be said to be the only part of the earth's surface where people of Anglo-Saxon, Teutonic and Scandinavian blood can now find plenty of good land waiting occupancy, and familiar conditions of climate and industry. The region I refer to is by no means of uniform character. It embraces rich alluvial valleys and plains—vast plains suitable only for cattle and sheep raising, and extensive mountain districts, where settlement must be restricted to narrow strips of bottom land along the water courses; but it is all a habitable country, and not a desert or a frozen wilderness, as it was popularly supposed to be a few years ago. Some portions of it, notably the valleys of the Red and Dakota Rivers, and the rolling plateau of eastern Washington Territory, are remarkable fertile, producing heavy crops of the small grains, and are therefore adapted to dense settlement. Others, where stock raising must always be the chief industry, will never support a large population, but all are to some extent valuable for human uses. Even the lofty ranges and spurs of the Rocky Mountain system enclose many beautiful little valleys available for agriculture, besides belts of timber and deposits of coal and the precious metals.

The "New Northwest" may be divided, without reference to the international boundary line, into five great districts—1st, a belt of prairie and rolling prairie, about two hundred miles wide from east to west, and embracing the Valley of the Red River of the North, admirably adapted to wheat raising; 2d, a high, broken plateau of about the same breadth, well grassed, where farming is profitable on bottom lands and in the pockets between the hills, and stock raising is an attractive industry; 3d, a purely grazing country of table lands, hills and mountain slopes, too dry for agriculture save in the valleys of the rivers, where farming by irrigation is practicable and very profitable; 4th, the mountain country proper, having a width of about 150 miles; 5th, a narrow belt, about fifty miles wide, skirting the western base of the mountains, well adapted to both farming and stock raising, having sufficient rain-fall for wheat, oats and flax, and a luxuriant growth of grass. All this country, save the mountain district, is nearly destitute of timber, trees growing only along the margin of the streams. The farmer can put in the plow as soon as he takes possession of the soil, and the herdsman turns his cattle loose to roam at will and to shift for themselves the year round.

I write from such knowledge of this region as was gained recently in a journey of two thousand miles from St. Paul to Puget Sound, including about a thousand miles of travel by wagon and on horseback, my route following pretty closely that of the new Northern Pacific Railroad, finished and unfinished. I have not seen the country along the Canadian Pacific route, but know from descriptions of travelers that it is similar in its main features to that I traversed, with this difference only, that, lying from two to three hundred miles further north, it has

colder and longer winters, and shorter summers for maturing crops. That the growing season is long enough, however, for wheat and oats, has been abundantly proved by many years' experience of the settlers in Manitoba. There is no reasonable ground for doubt that the Canadian Pacific runs through a habitable country all the way from Winnipeg to the Mountains—a country that in its natural advantages compares favorably with Scotland, Norway and Sweden. It is not as attractive as the similar region lying south of it in Dakota and Montana, because of its higher latitude, the difference between forty-seven degrees and fifty degrees being a matter of some importance in its influence on climate.

Speaking now only of the belt of country extending from Minnesota to the Rocky Mountains, which I have seen with some thoroughness. I regard it as the best new portion of the North American continent for settlement by English farmers. The winters are colder than in the north of England, but the dry atmosphere is invigorating, and a temperature of ten degrees below zero is not nearly as trying as one of ten degrees above in a sea-coast country. There is rarely any sloppy weather between November and April, and two months of good sleighing is the rule. The springs are disagreeable, but the summers are pleasant and the autumns delightful. Nearly all of Dakota lying between the Missouri and the Red Rivers is an excellent wheat country. Crops of from twenty to thirty bushels to the acre are produced year after year on the same ground, the land being so rich that it improves rather than deteriorates by continuous cultivation. Next to a fertile soil lying ready for the plow, the chief advantage of this region is the fact that its wheat product need only travel from two to three hundred miles by rail to reach the head of Lake Superior, from which point there is water transportation to the sea-board by way of the Erie Canal and Hudson River to New York, or by the Welland Canal and St. Lawrence route to Montreal and Quebec. No combination of railroad managers can take away the profit in the farmer's grain. Land in the best wheat-growing counties of Dakota can be bought of the railroads, whose grants cover nearly half of it, for four dollars an acre, in tracts of 80, 160, 320 or 640 acres. The railroad grants take the alternate sections, the others being Government land, open to pre-emption or homestead settlement. No one settler can get more than 160 acres from the Government. If he homesteads his quarter section he gets a title to it after five years' residence by paying a trifling fee for the record and papers, and thus secures a farm gratis. If he pre-empt it he must live on it six months, and then pay the Government two dollars and fifty cents an acre if it is within the limits of a railroad grant, and one dollar and twenty-five cents if outside. The land is then his own, and he can sell it if he wishes, whereas the "homesteader" cannot transfer his claim, and must actually occupy the land five years before he becomes its owner. A quarter section can also be secured by planting ten acres of it in trees, and caring for them for seven years, under what is known as the Timber Culture Act of Congress. Thus a settler who has a homestead of 160 acres can usually get as much more by going to the small labor and expense of rearing a plantation of ten acres of cottonwood or box alder trees. If he wants still more land, he buys out a pre-emption on an adjoining tract, or buys from the railway company.

Still further west in Montana—a territory rendered accessible through nearly all its great length from east to west of 700 miles by the recent construction of the Northern Pacific Railroad—very large tracts of grazing land can be had at a much smaller cost per acre. Here the railway land grant system works advantageously in enabling settlers to control sufficient areas for stock ranges. Whoever purchases four sections from the railway company practically owns the four intermediate sections of Government land, for the reason that being of no value for agriculture it will not be taken by pre-emptors or homestead settlers. The four railway sections would cost about five shillings an acre. Thus for an outlay of about £650 the settler secures sixteen square miles of land—a range large enough for two or three thousand head of cattle.

The most attractive country for herding I saw in my recent journey across the continent is that on the Upper

Yellowstone River and its tributaries. The Yellowstone for the first two hundred miles of its course is a clear, cold stream abounding in trout. The settler whose land abuts upon the river can raise grain and vegetables upon the rich bottoms by the aid of an inexpensive irrigating ditch taken out of the main stream or one of the numerous creeks that flow into it. His cattle will roam over the adjacent hills and plains, sheltering themselves in the coldest weather under the trees in ravines, and feeding on the nutritious "bunch grass" which dries itself where it stands. The snow is so dry that it blows off the hill-slopes so that the cattle readily get at the dry grass. The streams will supply him with fish, and he will be a poor sportsman if he cannot bring down an elk or a black-tailed deer whenever he wants game for his table. For harder sport he need only go to the mountains, whose snow-capped summits are in plain sight, to rouse a bear, or perhaps have the good luck to come across that shy and spry creature, the Rocky Mountain sheep. A greater triumph than to secure one of these uncouth animals is to shoot a Rocky Mountain goat. These goats are only found in the higher ranges and are as agile as chamois.

For the sort of English emigration which is increasing in volume every year—I mean the emigration of substantial farmers and younger sons who have some money with which to begin life, and with whom the ownership of land is a dominant ambition—this picturesque Montana pasture country is peculiarly attractive. The summer heats in the Yellowstone Valley are tempered by the breezes that blow off the snowy mountains, and the winters are much milder than in the same latitude five hundred miles east, on the plains of Dakota, owing to the influence of the warm climate winds from the Pacific Coast. A very moderate capital is sufficient for a small beginning in stock raising. A man intending to combine the business with sufficient farming to supply his family with food could make a start with a thousand pounds. He would have to work hard for a few years, and could not devote his time to lawn tennis and philosophic disputation, as did the first settlers in Mr. Thomas Hughes' Rugby colony in Tennessee; but in course of time the increase of his herd would make him independent. He would not need to buy more land at first than he would require for cultivation, as the ranges are unfenced and open to common use at present. In a few years, however, the history of stock raising in Texas will be repeated in Montana, and the land will be claimed as private property and enclosed.

For a beginning in wheat farming on a small scale in Dakota a few hundred pounds will suffice. The settler, in case he buys a quarter section instead of "homesteading," gets a long term of years to make his payments in. With a small house of rough boards, a team, a wagon, a few farm implements, and money enough to subsist upon till harvest time, he can safely commence. He hires the services of a thresher, and perhaps buys a reaper in partnership with two or three neighbors. Until recently the tendency in Dakota was towards very large farms, worked systematically, with ample capital to command labor and purchase animals and machinery. But these big estates having demonstrated the productiveness of the soil, and by their success advertised the advantages of the region, the "quarter section" farmers flocked in and are fast filling up the vacant spaces. The country for ten miles on each side of the new railway lines is fairly well settled already. No thoughtful man desiring the prosperity of this region would wish to see the "bonanza farms," of which so much has been written, increase in number, nor could he wish success to the scheme for settling tenant farmers upon large domains of new land in Manitoba. The best conditions of rural life, social, political, economical and educational, are obtained in America through the ownership of the soil by the men who till it. Happily this system is almost universal on this side of the Atlantic. Attempts to introduce the landlord and tenant system, or to monopolize large areas of fertile land and work them with hired labor, may prosper for a little while, but they will fail in the end, because they are antagonistic to American ideas. No man who will make a good, thrifty tenant farmer will long be content to till another's acres when by a little extra effort he can get a farm of his own; nor can efficient hired labor always be had. Such

labor has thus far been obtainable on the "bonanza" farms by reason of the large number of poor settlers, holding homesteads by occupancy, and obliged to work for others until they can get "forehanded" enough to buy teams and implements, and cultivate their own fields.

IRRIGATION IN MONTANA.

Correspondence St. Paul Pioneer Press.

After once getting the water on the ground the application is easy, owing to the general uniform slope of the surface. Gardens and hard crops are irrigated by letting the water run between the rows of plants; grain fields are flooded. With a good head of water this may be done very rapidly. Grain is watered once or twice, according to the dryness of the season. May and June are usually wet months, so that the grain gets a good start before it becomes necessary to irrigate; and the ground, being well shaded by the growing plants, does not bake and become hard. Once in a while there is a very dry spring, when late-sown grain will not sprout. It becomes then necessary to irrigate to make it come up; but irrigation is only resorted to at that stage when absolutely necessary, as it is apt to form a hard crust, interfering seriously with the growth of the young grain. Farmers are also careful not to irrigate too early, while heavy rains may yet be expected. Although the natural drainage is good, the cultivation is shallow and artificial underdrains unknown. If, therefore, a great rain-fall follows immediately after the ground has been thoroughly soaked by irrigation, it has an unfavorable effect. A farmer in Gallatin Valley told me an instance of this in 1872, when excessive irrigation was still common. Late in June he irrigated his wheat field of seventy acres. When all but ten acres of this had been watered, a heavy storm set in, followed by an unusually wet July, making irrigation unnecessary. The irrigated portion of his wheat yielded thirty bushels to the acre, while ten acres which had received an artificial watering yielded sixty-five bushels to the acre.

But our farmers have long ago learned the principles and the practice of irrigation, so that the drawbacks are done away with, and only the advantages remain; and they are many, and far more than balance the expense. Let an Eastern farmer imagine how much more peaceful and content his life would be if he could escape the worry and anxiety of watching the weather. Now, one season he sees his grain come up finely, and promise a heavy crop; then, just at the critical time, a drought begins. A burning sun is pouring its heat down on the corn and wheat fields day after day. There is no relief except by rain, and the rain does not come. The hopes of the spring are blasted. Next season, perhaps, it is reversed. It rains day after day, and until his fields are flooded, his hay rotted, his wheat rusted and half spoiled: he is at the mercy of the elements. The Montana farmer is rarely troubled with destructive storms. An occasional hail-storm may do some damage. But these usually follow the same course year after year, and only narrow strips of country are exposed to them. When the rains come, and the grain begins to lose its thrifty dark green color, the farmer has only to open his ditch, turn on the water, and in a few days his fields have been abundantly watered without losing an hour of sunshine. Not only does irrigation make him independent of the elements; it increases the yield largely, as we shall see when we come to give crop statistics. It further takes the place of fertilizers. This is fully borne out by the experience of Montana farmers. Grain is raised year after year from the same field with no application of manure, and yet the yield does not diminish. I do not mean to say that manuring would not be beneficial. But it would only increase the natural fertility of the soil. It is not indispensable to keep it up.

JOHN BURNS, of Duwamish, King County, Washington Territory, raised 30,000 pounds of hops this year. The first 6,000 pounds he got 60 cents a pound for, and the remainder 101½¢. In all his crop brought him over \$37,000.

A GREAT ROAD.

In these days of business miracles people are apt to fail to appreciate some of the mighty changes which are going on around them. All have heard the North Pacific Railroad is to be completed next year, but not one in a thousand of our countrymen realize what that event will mean. It will be quite as important a road as the combined Central and Union Pacific Road now is, and the country through which it is to pass has more elements of strength than that along the lower line. It will commence and end in magnificent agricultural regions along its course; it will cross boundless regions of pasture and timber lands, and flank one of the richest mineral regions on the continent. Along its line are to spring up hamlets, cities and homes, and these are to be permanent; the people are going to be law-abiding, patriotic and strong, for the rule will be not many very rich men and not many very poor. In that region the boys are going to suffer with cold fingers in getting in the kindling and feeding the domestic animals at night, and somehow boys, as a rule, have to now and then have frost-bitten fingers and chilblains on their heels in order to grow up to be real men. The road will cut in twain the great future granary of the United States; it will lay an empire richer and larger than any in Europe, except Russia, under tribute; it will be the means of creating a million new homes within the coming decade. Out of these homes a strong, bright and level-headed race of men and women will emerge, and in the years to come, when the nation shall need defenders, all that region can be depended upon to supply hardy and brave volunteers.—*The Dallas Times-Mountaineer.*

A BROOKLYN MAN IN DAKOTA.

Mr. I. W. Barnum, who owns a choice section of land near Bismarck and considerable property in and about Sanborn, writes the Brooklyn *Union-Argus* under date of Dec. 20th as follows:

"In my last letter to you from North Dakota, before harvest, I gave you the indications then promising an extraordinary yield of all kinds of crops. I said to myself, I will write no more of this country until I can give actual results. Press of business has prevented until now. In my own case the promised thirty to forty bushels of No. 1 hard wheat (the highest grade) was realized on some of my land, one entire section at Sanborn averaging twenty-two and a half bushels per acre. My granaries had to be doubled in capacity. My wheat in Bismarck averaged twenty-eight bushels per acre. If I could bring with me, without their freezing, samples of our 600 bushels of potatoes, beets (piled up in the cellar like cordwood), onions, etc., raised on a small garden patch, you would join the Eastern chorus, 'How can these things be true?' As Uncle Rufus Hatch said when he was out here: 'My Eastern friends won't believe me when I tell them what I have seen.'"

SETTLING A QUESTION OF OWNERSHIP.

Up in the Goose River country, Dakota, near Grand Forks, Syelt Bjornden and Knudson Venderson claimed the same quarter section of land, and fought over the ownership of a 14x16 house located thereon. The fight was a draw, and they agreed to each hitch their respective teams to the shanty, and the one who dragged it away from the other was to become the possessor of the disputed claim. A day was appointed, and each of the belligerents, seeking to get the advantage of the other, procured the horses of neighbors, and surprised each other at the time agreed upon with a formidable array of horseflesh, each having three teams and one yoke of oxen in addition. The original plan was carried out, however, and when the referee yelled "go," the house was jerked into a shapeless ruin. One of the oxen then accidentally gored a horse to death, and their owners got into a fight, which was soon participated in by the entire party of bystanders, which was a large one. In the mêlée one Oleason was hit with the loaded butt of a whip and his skull was fractured.

The Northwest.

A Monthly Journal, devoted to the development of the New Northwestern States and Territories.

BUSINESS ANNOUNCEMENT.

THE NORTHWEST is published monthly by E. V. SMALLER. Subscription Terms: Single copies, \$1 per year; five copies, \$4; ten copies, \$7; payable in advance.

Principal Office: Ninth Floor, Mills Building, Broad Street, New York.

Branch Office: Philadelphia, corner Third and Dock Streets; Joseph Creamer, agent. St. Paul, Northern Pacific Railroad Building. Portland, Oregon, Bureau of Immigration.

ADVERTISING RATES.—Per line, each insertion, 25 cents; one inch space, each insertion, \$3. A reduction allowed on yearly contracts. Address:

THE NORTHWEST.

Mills Building, New York.

PUBLISHER'S NOTICES.

Sample copies of this issue of THE NORTHWEST are sent to a number of persons who are not on our books as subscribers. They will please regard the receipt of the paper as an invitation to send us a dollar for a year's subscription. The paper is an individual enterprise, depending upon its subscribers and advertisers for support. It is our intention to make it worth its full cost to all interested in the growth of the Northwest, either as holders of railway securities, or as settlers in the country, and also to all intending to emigrate thither.

Editors of newspapers receiving this number of THE NORTHWEST will do us a favor if they will mail us their papers regularly in exchange. We should be glad to receive all the weekly papers published between Lake Superior and the Pacific Coast, and the weekly editions of all the dailies.

WINSLOW, LANIER & CO.,

BANKERS,

26 NASSAU STREET, NEW YORK CITY.

NEGOTIATE RAILROAD LOANS,

ISSUE LETTERS OF CREDIT FOR FOREIGN TRAVEL,

RECEIVE THE ACCOUNTS OF DOMESTIC AND

FOREIGN BANKERS, MERCHANTS

AND CORPORATIONS.

Feb., '83.—cu.

NEW YORK, FEBRUARY, 1883.

Our March number, among other illustrations, will contain handsome engravings of Mount Rainier and the Cascades of the Columbia River, from original paintings.

The Territory of Montana presents the best showing for the yield of Irish potatoes this year. The average yield is 132 bushels per acre. We might add, from actual knowledge, that a man never knows the capabilities of a potato in the way of both size and delicious flavor, until he has been to Montana.

Winter operations on the gap in the Northern Pacific line are confined to tunnel work and to some heavy earth and rock work. Only a few miles of track have been laid since January 1st. It is expected that track laying will be recommenced from both ends of the line about the middle of February.

A GENTLEMAN who left Bozeman, Montana, January 24th, says the transition from that country to St. Paul, is like the change from a summer day to an ice-house. The Northern Pacific regular trains run now to Livingston, and at that point the traveler states there was no snow whatever in the valley. The weather was delightful, and all sorts of out-door work was in progress. The trains are reported as doing a very good passenger business.

DURING this year, in the west end of Custer County, Montana, south and east of the Musselshell River, there are to be surveyed the exteriors of fourteen townships, and six of them are to be subdivided, and in the eastern part of the county, on the Yellowstone River, the exteriors of ten townships and subdivisions of nine. This is slow business. The Government ought to at once survey the whole Yellowstone and Musselshell regions. Settlement is retarded by its niggardly policy in regard to surveying the public domain.

An arrangement recently adopted by Mr. Pullman makes it practicable to run through Pullman cars from New York City to Portland, Oregon, over the Pennsylvania, Chicago, Milwaukee and St. Paul, and Northern Pacific, as soon as the connection is made across the continent during the coming summer. This will be the only route over which through cars will go from ocean to ocean, and will be by far the most picturesque line of 3,000 miles travel on the American Continent.

THE BEST TIME TO GO WEST.

In answer to a number of correspondents, who have written us asking advice as to the best time to go West, with a view of immediate settlement, and who have no definite location selected for homes, we would say, by all means start early in the spring. It is entirely feasible for an energetic man, who as early as April gets upon the ground where he wants to buy or homestead land, to break the soil, and put in small crops of wheat, oats and potatoes, by the time the growing season begins. He can find temporary quarters for his family in some town on the line of the railroad while he goes land hunting in the vicinity. After selecting his farm, he can put up a temporary shelter, supplemented, perhaps, by a tent, which will do well enough for the summer, and he can devote his entire time to putting in his crops. No fencing is needed at first; when he gets to keeping cattle he will want to fence a pasture lot and that will be all. As to means and costs of emigrating, a good deal will depend on habits, resources and ingenuity in each individual case. We remember to have noticed last spring in Dakota what seems to be a very sensible way of getting to the frontier. In a freight car was a family consisting of father and mother and two children, with all their household gear. They had clear space enough in the car for a bed, a trundle bed, a table and two chairs, and were living in a cozy and contented fashion, while the train was making its way slowly westward. In the next car ahead were their team of horses, their wagon, and a good stock of farming implements. They came from Iowa and intended to take up land near Bismarck, and were all ready to go to living and working as soon as they should reach their destination. With the modern facilities for sending freight cars long distances over different lines, there would probably be no difficulty in starting from any considerable railway station in the East for any point

in Dakota or Montana, and adopting this family's economical method of transporting persons and property. The usual way is, of course, for the emigrants to ship their goods and start at the same time by passenger trains for their destination, where they wait a week or so for the freight to arrive. This time can be usefully employed in making arrangements for establishing a new home. Horses, wagons and farming tools can be bought at moderate prices at any town in the New Northwest. We should recommend emigrants starting from points as far west as Illinois to take their teams and implements with them as a measure of economy, and to save time in beginning planting early in the spring.

THE CROW INDIAN RESERVATION.

Stretching for two hundred miles along the southern bank of the Yellowstone River and reaching back about fifty miles into the country is the reservation of the Crow Indians. The tribe numbers about 3,000 souls. They live in the southwestern corner of their vast domain, near their agency, where they have a few corn fields and potato patches. Once or twice a year they go off in a body to the mountains to hunt game. They are mainly supported by the Government, and are consequently lazy, thievish and of no account. Very rarely do they as much as camp upon the fertile river bottoms; never do they attempt to cultivate them. Yet the progress of settlement and civilization up the south side of the Yellowstone Valley is stopped as by a Chinese Wall. On one side of the river are new farms and the beginnings of active little towns. The axe rings and the plowman sings, and the music of industry fills the air. On the other bank all is silence and solitude. The editor of this paper traversed the whole two hundred miles of river front of the reservation last summer without seeing a single Indian.

A white settler in the West can get but 160 acres as a homestead, and then only on condition of living upon it and cultivating it. For every man, woman and child of the Crows there are over two thousand acres set apart, or 10,000 acres to a family, with no condition of occupancy or cultivation. Give the Indian his rights, we say, but do not let him monopolize the soil. He ought to be made to work for a living like other people. The Indian reservation system is the worst sort of land monopoly. It keeps industrious settlers off from vast tracts of fertile soil, which the Indians themselves make no sort of use of. The big Crow Reservation is particularly objectionable, because it keeps half the country along two hundred miles of railroad and rich alluvial valley absolutely bare of settlement.

THE STATE OF TACOMA.

Lieut. Symons, in his report to the War Department on the geographical nomenclature of the Columbia River, suggests that the State formed from the Territory of Washington receive this name. This suggestion was first made, if we are not mistaken, in the columns of our predecessor, the *New Northwest*, of Philadelphia. The objection to the name of Washington for the State which must soon succeed the Territory of that name is that it is so closely associated with the City of Washington that there would be endless confusion of meanings. If a man said he lived in Washington or was going to Washington, he would have to explain whether he meant the State in the Pacific Northwest or the capital on the Potomac. Tacoma is a fine, musical name;

it is as good as Oregon or Dakota, which could not be improved. Lieut. Symons says the name, by which the Indians call Mount Rainier, signifies the nourishing breast. It was probably given to the mountain both on account of its shape, and from the fact that it is the great centre from which rivers flow in every direction, nourishing the land and supplying fish.

"THE PACIFIC NORTHWEST."

A pamphlet with the above title was issued last year, giving the leading facts relating to the climate, soil, agriculture, forests, fisheries, mineral resources, commerce, manufactures and means of communication of Oregon and Washington Territory. In the description of the advantages held out to settlers by that region, overdrawn and rose-colored statements were carefully avoided. The writer endeavored to tell the plain truth with regard to the wonderful natural resources of the country. There was no exaggeration in the presentation of favorable facts, nor any effort to conceal anything which should disappoint a home seeker after he had visited the country. As practical testimony to the value of moderate statements in a publication designed to guide and inform persons who desire to seek their fortune in the Northwest, we give the following extract from a letter, dated December 26th, 1882, recently received at this office, from Mr. Jacob A. Epler, of Virginia, Cass Co., Ill.:

"I have just returned from Washington Territory, where I intend to settle next spring with my family. I was induced to go there by reading a guide book, called the 'Pacific Northwest,' which accidentally came into my hands last summer. The book gives a description of that Territory and its history. It has been well received here, and since my return, finding it runs in range of my own account of the country, the folks here are very closely tied to it, and any other publications from the same quarter would be received right. The description given in that book of all the counties has given untold satisfaction. That was the best part of the book to me, really drawing me on to a study of the country, and others here claim the same experience. Two families start from here on the 1st of January. They have been to see me and have been reading up that same book. I told them that the book was good and did not overdo anything, but that it did fail to do justice to some towns, as they increased in population very fast. Among the people here there is quite an excitement for Washington Territory; I hear of some new ones every once in awhile."

Mr. Epler names nine families who intend to emigrate from his neighborhood to Washington Territory, and wish for additional information about the country, if the same can be supplied before they get their affairs in order for the exodus from Illinois. The pamphlet on the Pacific Northwest may be had free on application to A. L. Stokes, General Passenger Agent, O. R. & N. Co., 52 Clark Street, Chicago, or Chas. B. Lamborn, Land Commissioner, N. P. R. R. Co., St. Paul, Minn.

FROM THE CATTLE RANGES.

Since the recent heavy snow storm and the succeeding cold spell in the West, we have received news from the principal cattle shipping points in Dakota and Montana in relation to the condition of the cattle on the ranges. A correspondent at Little Missouri telegraphs: "Only two and a half inches of snow. Cattle doing well." From Miles City a correspondent writes January 21st: "Snow four to six inches. Tongue River Range reports no loss. Have heard nothing from other ranges." Of the same date is a letter from

Billings which reports: "Very little snow here now on Musselshell Range; only four or five days' cold weather so far. Have talked with stockmen from different ranges past week; all say stock looking well. They fear nothing from snow so long as it keeps dry, as it then blows off, allowing cattle to feed."

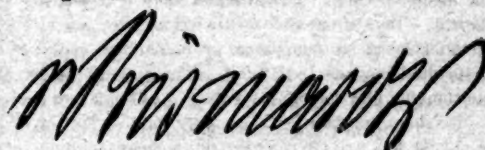
It thus appears that a heavy snow fall in Iowa, Wisconsin, Nebraska and further east, with low temperatures ranging from twenty degrees below zero at St. Paul to sixty in Manitoba, implies no weather in Montana and western Dakota destructive to animals which must subsist entirely on the dried grasses of the ranges. Every succeeding winter demonstrates that the region between the Missouri and the Rocky Mountains is the best stock country in the United States.

PRINCE BISMARCK'S SIGNATURE.

In connection with the description and pictures of the town of Bismarck, which we give in this number of THE NORTHWEST, the letter that the great German statesman wrote to the Secretary of the Northern Pacific Company, acknowledging the compliment conveyed in naming the place for him, will be interesting. The signature is an engraved fac-simile of that appended to the original letter:

BERLIN, May 19th, 1873.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th of last month, enclosing a copy of a resolution of the Board of Directors of the Northern Pacific Railroad Company to the effect that the town at the crossing of the Missouri River by that road shall be named Bismarck. I beg you will be good enough to convey to the gentlemen on behalf of whom you write my sincere thanks for so flattering a compliment, and to assure them that I am very grateful for the terms in which they speak of the services I have been able to do to my country and to those interests which are common to all nations. Accept, together with my best wishes for the prosperity of your undertaking, the assurance of my distinguished consideration.



SAMUEL WILKESON, Esq.,
Secretary of the Northern Pacific
Railroad Company, New York.

HOME MISSION WORK.

One of the Secretaries of the American Home Missionary Society, in sending his subscription to THE NORTHWEST, encloses a card, on one side of which is an excellent miniature map of the United States, and on the other the following account of the work of the Society, which we are glad to reprint as a small contribution towards a great effort to give the new settlements of the Far West the advantages of churches, and the moral influences which emanate from religious organizations:

FIELD.—Our whole country, comprising 3,025,600 square miles, without Alaska. It is nearly as large as all Europe. Our population by the last census is 50,155,783. In 1909, at the present rate of increase, it will be 100,000,000, and in 1925 over 250,000,000. What this vast nation shall be, is being fast decided by the work done or not done now. Foreign immigration, Mormonism, immorality and sin threaten us.

WORK.—To plant churches and Sunday-schools; assist weak congregations; send missionaries; organize new settlements and strengthen older ones on foundations of Christian education, morality and religion. The work is urgent. "One missionary for every

county to save us from barbarism!" is the cry from the Pacific coast, and it is echoed from all sides.

WORKERS.—Last year 1,070 preaching missionaries, in thirty-eight States and Territories, supplying 2,563 congregations and 104,308 Sunday-school members, organizing 106 new churches and gathering in 6,032 members. In eleven years 70,128 have been gathered in; 1,018 new churches organized; 468 advanced to self-support and 703 led to build houses of worship. In fifty-six years 4,259 churches were organized, and over 300,000 members received.

WANTS.—Last year's cash receipts were \$340,778.47; family supplies, \$60,000; total, \$400,778.47. The field, the work, the urgent openings, require now not less than \$500,000 annually; and to expand church and Sunday-school work as we ought calls for \$1,000,000. This cause appeals to Christians, to patriots, to every one who loves God or man! therefore to you.

THE effect of the late January storm in the Northwest on the railway lines in different sections afforded an excellent test of the relative temperature and the extent of obstruction to travel produced by heavy snow-fall accompanied by high winds. In area the storm extended from Nebraska on the south to Manitoba on the north, far into Wisconsin on the east, and west to the Missouri. The movement of trains on some lines was rendered impossible, and many of them were abandoned. The temperature ranged about twenty degrees below zero in Minnesota, thirty to thirty-five degrees below in Dakota, and forty to forty-five degrees below in Manitoba. On the Northern Pacific road the only effect was to delay the trains a few hours, while in southern Minnesota, southern Dakota, Iowa and Nebraska there was an almost entire suspension of traffic, lasting from twenty-four to forty-eight hours.

DURING the year 1882 the steamship lines running between San Francisco and Portland carried northward 30,547 passengers, and southward, on their return trips, 14,448 passengers. The excess of 16,100 in the number of passengers bound for Oregon over the number going southward to San Francisco, represents accurately the number of immigrants carried by these steamers to settle in the Pacific Northwest. If we add a moderate estimate of the number who went in by wagon from California and from points on the Union and Central Pacific railroads, and also by the steamers running from San Francisco and the Puget Sound ports, the statistics of whose business we have not at hand, we have a total of immigration for the year of at least 35,000. When the Northern Pacific line is completed next summer, and a direct route is opened from the East to the beautiful and inviting regions of Oregon and Washington, the migration thither will reach much larger proportions.

ALTHOUGH there is a railroad on each side of the Red River Valley, the boats navigating the stream do a prosperous business. The following shows the united business of the two boats of the Alson Line from Fargo to several places on the river below this city: The places between Fargo and Grand Forks, 1,093,992; Grand Forks, 145,442; Drayton, 696,376; Pembina, 247,750; Emerson, 1,158,570; Winnipeg, 5,894,870. The total carrying trade of the two boats as enumerated in detail above amounts to 16,557,831 pounds, and in addition the "Pluck" has brought up 360 cords of wood, or 1,440,000 pounds, and the "Alsop" 1,700 cords, or 7,200,000 pounds, and the way freight which has not touched Fargo at all is estimated at 5,000,000 pounds; making a grand total of 20,197,831 pounds of freight transported by this line in 1882.

QUESTIONS AND ANSWERS.

[In this Department the Editor will endeavor to answer briefly all inquiries concerning the Northwestern country, openings for settlement and new enterprises, promising investments for capital, railroad securities, etc.]

Northern Pacific Finances.

WASHINGTON, D. C., Jan. 21st, 1883.

To the Editor of The Northwest:

I wish now to ask one or two questions for your next issue: (1) How much preferred stock has been cancelled up to date, or how much preferred stock received scrip interest on the 15th inst.? (2) I do not quite understand your answer to Question 2 this month about dividends on preferred stock. I think if the road earns six per cent. one year and ten per cent. the next, that the second year's account is independent of the first—that is, the preferred stock takes the six per cent. the first year, and the dividend account for that year is closed; the next year the preferred stock takes the eight per cent., and the common the remainder. Am I right, or is the deficiency on the first year made up to the preferred stock by the better earnings of the next year? A STOCKHOLDER.

(1) See the last annual report of the President of the Company, which will be sent on application, if you have not already received it. (2) You are quite right. Each year's account stands by itself.

Dividends on N. P. Preferred Stock.

LEBANON, Pa., Jan. 17, 1883.

To the Editor of The Northwest:

I was much pleased with the old paper, and have no doubt will be still better pleased with its successor, enlarged and improved. Your Question and Answer Department will add much to its value.

I have felt all along a deep interest in the N. P. Railroad, and had published a number of articles in its favor in one of our local papers. I would in closing ask the following question: Is it probable that the N. P. Company will pay a dividend on their preferred stock this year? F. W. K.

After the Northern Pacific is finished next summer it will, beyond any doubt, earn and pay regular dividends on its preferred stock. Until it is completed its net earnings very properly go towards paying for construction. A scrip dividend was declared last fall to the aggregate amount of the earnings over expenses and interest on bonded debt. The certificates for this dividend bear interest, are payable in five years, and redeemable at the pleasure of the company before the expiration of that period. They are marketable and are practically a money dividend.

Jay Cooke and Co.'s Affairs.

PHILADELPHIA, Jan. 18th, 1883.

To the Editor of The Northwest:

Now that the principal assets of Jay Cooke & Co. have become so valuable (showing thus that the firm were far-seeing and correct, too) and nearly ten years have elapsed, and while hearing good news of these Western investments, is it not about time to ask when will the final distribution of the assets of the late firm be made? CREDITOR.

We cannot say. Our correspondent, doubtless understands that the Northern Pacific has had no connection with the late firm of Jay Cooke & Co. since the reorganization of the railroad company in 1875. He can probably get the desired information in Philadelphia.

Questions by a Yankee Mechanic.

SALEM, MASS., Jan. 20th, 1883.

To the Editor of The Northwest:

Please answer the following questions:—(1) Being a practical machinist, and, in fact, a general mechanic, would the prospect be good in Tacoma, W. T.? (2) Being unable to remove at present, would it be advisable to trust to some party there to purchase some land, or a lot, for me; if so, can you give me the address of some reliable person? An answer to the above will greatly oblige G. A. S.

(1) Yes, or in any of the growing towns on Puget Sound. (2) If you want to settle in Tacoma, you would do well to buy a homestead lot at once. Address Isaac W. Anderson, General Manager Tacoma Land Company, New Tacoma, W. T.

A Good Cattle Country.

DES MOINES, IOWA, Jan. 29th, 1883.

To the Editor of The Northwest:

Please tell me where I had better go to prospect for a good place to go into the stock business. I can't afford to run all over the country. I would like to have you name one place where I could stop, look around and see what I thought of the chances. J. A. M.

We could name a dozen, but, as you want only one, we will say, go out in May, and stop at Little Missouri or Sentinel Butte Station, in what is called Pyramid Park and used to be called the Bad Lands. The valleys between the buttes afford fine pasturage, and the buttes themselves give such good shelter to cattle against wind and sleet that winter losses are inconsiderable. Little Missouri Station is 352 miles west of Fargo.

The Homestead Law.

THREE RIVERS, MASS., Jan. 20th, 1883.

To the Editor of The Northwest:

Is it true that under the Homestead Law settlers can acquire title to land in three years? I have been informed that such a law has been passed. S. H. C.

Our correspondent is probably one of many who have been misinformed in regard to the Homestead Law by rumors recently circulated in the West. The requirement for five years of actual residence and improvement has not been changed. The only exception is in the case of soldiers and sailors who served not less than ninety days in the war for the suppression of the Rebellion. Each may enter a homestead, and have the time of his service deducted from the period of five years.

Hop-Growing in Washington Territory.

FIFTH AVENUE HOTEL, NEW YORK, Jan. 3d, 1883.

To the Editor of The Northwest:

Can you give me some information about hop-raising in Washington Territory? I would like to know what the land costs, what is the expense of raising a crop per acre, and what are the returns in a fair average year. T.

We refer your questions to Mr. E. Meeker, of Puyallup, W. T., one of the most successful hop-growers of the Pacific Coast, and request him to prepare an answer for publication. Meanwhile, we can give you the following item from the Seattle Post-Intelligencer: "One farmer of our acquaintance leased four acres of hop-planted land last spring for \$200, and his neighbors thought him foolish for paying so high a rate for it. He sold the product of that little patch a few days ago for \$4,000, and after paying all expenses, including the \$200, netted over \$3,000 on his venture. Another farmer, also of our acquaintance, was offered \$35,000 last week for the product of his thirty acres. Still another man, who bought a small hop ranch for \$3,500 last year, has just been offered \$16,000 for it."

Dakota Wheat Farming.

BROOKLYN, N. Y., Jan. 17th, 1883.

To the Editor of The Northwest:

In the May issue of the *New Northwest*, in an article from *The Golden Northwest*, Mr. Dalrymple is made to say that he is cropping that season (1882) 27,000 acres. And in the October issue, fourth page, fourth column, it says: He is cropping 57,000 acres. (1) Will you be kind enough to let me know, through your Question Column, which is correct? Will you also let me know, through the same column (2), what the seed wheat (Fife) would cost per bushel for a farm of about 1,920 acres in Dakota? All of which will oblige W. N.

(1) The first; the second figure was a misprint. (2) Dakota farmers allow fifty-two quarts of seed to the acre, which is one bushel and twenty quarts.

How N. P. Preferred Stock is Retired.

ROYALSTON, WORCESTER CO., MASS., Jan. 22d, 1883.

To the Editor of The Northwest:

(1) I would like to know if the preferred stock of the Northern Pacific Railroad can be redeemed and extinguished at the pleasure of the company, against the desire of a holder who may wish to retain his. (2) In other words, will it be bought in and extinguished by purchase in the open market only, or by selection, as

by lot, and demand upon the holder? If the latter, at what price? W. J.

(1) No; it cannot be called in and redeemed against the desire of the holders. (2) The stock received for purchases of land is canceled. Other stock retired must be purchased in the market with the proceeds of the cash sales of lands.

Northern Pacific Dividends.

STANLEY, ONTARIO CO., N. Y., Jan. 24th, 1883.

To the Editor of The Northwest:

Will you be kind enough to answer the following questions: (1) Do you think the Northern Pacific will hereafter pay quarterly dividends in cash to its preferred stockholders? (2) Are not the net earnings, in your opinion, large enough to warrant the payment of two per cent. quarterly? and (3) Will there not be a dividend paid this quarter for January, February and March? (4) Will the principal of the present dividend scrip be paid in land sales? These are important considerations to thousands of old bondholders, now preferred stockholders of this company. J. P. F.

(1 and 2) See answer to F. W. K. (3) The question of a dividend in March is one for the Directors to determine. (4) The scrip dividend lately declared is not to be paid out of the proceeds of land sales. The net proceeds of such sales east of the Missouri River are set apart for the retirement of preferred stock, and are not available for dividend purposes.

More Dividend Questions.

LUNENBURG, MASS., Jan. 23d, 1883.

To the Editor of The Northwest:

(1) Why do they ask me to receipt for all further claims under the plan of reorganization of the N. P. Co. before delivering the scrip dividend? (2) Has there been a dividend declared for the last six months on the preferred stock? M. J.

(1) Because your dividend is in full of all your legal claims under the plan of reorganization. You are paid in full, and therefore required to give a receipt in full. (2) No; the scrip dividend of 11 1-10 per cent. was up to the close of the last fiscal year, June 30th, 1882.

A Question About Nebraska.

BALTIMORE, Jan. 27th, 1883.

To the Editor of The Northwest:

Can you inform me as to the country (Nebraska) between Omaha and North Platte? J. G.

It is a rolling prairie country, with timber along the streams, already pretty well settled in the eastern part. The soil is good for wheat and corn, and the natural pasturage is excellent. The country is not new in the Western sense, however, having been opened to settlement by the building of the Union Pacific Railroad nearly twenty years ago. If you want the advantages of a new country, you had better go to Dakota, Montana or Washington Territory.

A PHYSICIAN in Western Massachusetts writes that he has practiced medicine eight years and accumulated a few thousand dollars; that the climate does not agree with his wife nor the practice with him. He would like to go West and engage in farming or stock raising. He says he wants an independent life and a climate for weak lungs, and asks our advice as to where to go. We would reply, Go to Montana. The clear dry air is a tonic for weak chests. Do not settle at too high an altitude, because a rarefied atmosphere is too stimulating for people predisposed to consumption. The Valley of the Yellowstone would probably suit you. Rich bottom land in the valley can be had for four or five dollars an acre, and the high, rolling plateau lands abutting on the valley cost less than half as much. Better make a trip in May or June and see the country, stopping at Glendive, Miles City, Forsythe, Billings and Livingston, and going at least as far as Bozeman. From Livingston or Bozeman you can visit the wonderful National Park.

THE consumption of salt by the silver mills in Utah, Idaho and Montana, supplied from Salt Lake, was 12,000 tons during the year 1882. This is all the time increasing. Batte uses twenty-five tons per day.

RAILWAYS IN THE NORTHWEST.

E. V. Smalley in Century Magazine for February.

In all parts of the Far West railway enterprise runs in advance of population. Powerful companies, backed by Eastern or foreign capital, carefully survey the unsettled regions, sending out parties of experts to study the character of the soil, the grasses, the mineral deposits and the timber, and report on the probable traffic to be had when settlers come in. The companies know that settlers will follow the new road and occupy a broad band of country on either side of it. A given population will afford a given amount of freight and passenger business; thus the problem is as simple as a sum in arithmetic, provided excessive competition does not lead to the construction of too many roads. Eastern Dakota is already well supplied with rail transportation, and the enormous wheat crop of that region is promptly moved to Chicago or to water transit at the head of Lake Superior. Oregon and Washington have also a remarkably well developed railway system, carrying their immense wheat surplus to tide-water at Portland and the Puget Sound ports. Between these two systems the long line of the Northern Pacific Railroad is rapidly advancing from both directions. Next summer the gap will be closed and the whole Northwest will be linked together. The advanced condition of the transportation system of the Pacific Northwest is really remarkable, considering the isolated situation and slender population of that section. Two standard gauge and two narrow gauge lines traverse the Willamette Valley, and few farmers in that wonderfully productive region need haul their grain further than ten miles to reach a railway station. One of these lines is being pushed southward through the Umpqua and Rogue River Valleys and over three mountain ranges to California, where it joins a road building northward up the Valley of the Sacramento. The completion of these roads next year will unite California and Oregon by unbroken railway between San Francisco and Portland.

A trunk line, owned by the Oregon Railway and Navigation Company, runs westward from Portland, up the deep gorge of the Columbia River, past the two great obstructions to navigation at the Cascades and The Dalles, and out into the open, fertile country east of the Cascade Mountains, draining all the rich grain and grazing regions of eastern Oregon and eastern Washington, and taking their products westward to tide-water. At Umatilla this line throws off a branch to the Grande Ronde Valley, which is being extended southward to Baker City, where it will meet the Oregon Short Line now building northwestward from the Union Pacific Road at Ogden. At Wallula junction it meets the main stem of the Northern Pacific, and, by an alliance between the two companies, becomes its western extension to Portland and Puget Sound; the original plan of throwing the Northern Pacific over the Cascade Mountains directly to the Sound having been laid aside for a few years. At the same junction begins an important system of local roads, partly completed and being steadily extended, which throws out branches on both sides of the Snake River, penetrates the new, rich wheat country skirting the base of the Blue and Coeur d'Alene Mountains, and will next summer reach as far as the towns of Lewiston and Moscow, in northern Idaho.

In western Washington a link of the Northern Pacific system runs from Kalama, on the Columbia River, 105 miles due north to Tacoma, at the head of Puget Sound. The connection with Portland is now made by steamers on the Columbia, but this year the forty miles' gap will be closed by rail. Then the whole interior system of railways in the Northwest will have two termini at ocean navigation—one at Portland and one on Puget Sound. In all there are now in operation in Oregon and Washington over eleven hundred miles of railway, to be joined to the transportation system of the East in 1883 by the completion of the Northern Pacific Transcontinental line. When one considers that the two communities of the Pacific Northwest have only a quarter of a million of inhabitants, and are wholly isolated from direct communication with the rest of the United States, their enterprise in railway building is

remarkable. Every locomotive and every rail used on their lines has been brought around Cape Horn. Practically, Oregon and Washington have, up to this time, been in the position of an island out in the Pacific Ocean, for their commercial relations with the rest of the world have been carried on by means of steamer lines to San Francisco and sailing ships going round the Horn to New York and Liverpool. When these beautiful and productive regions are brought within seven days of New York, their direct development will be enormously accelerated.

THE MOUSE RIVER COUNTRY.

Correspondence Brooklyn Union-Argus.

The Mouse River Valley, in northern Dakota, extends from the western slope of Turtle Mountain to the Coteaux of the Missouri River, the river crossing the boundary line about twenty miles west of the mountain. The river is of great length, probably over 400 miles. A large part of it is on the British side of the line, and it finds an outlet in the Assiniboine. The valley has long had the reputation of being the most beautiful and fertile in the world, but being claimed by the Turtle Mountain Indians, it was not open to settlement until the Secretary of the Interior, Hon. H. M. Teller, decided that the Indians' claim was not valid. The rush to it is unprecedented. The land on each side of the river slopes very gently to the water course, and from the peculiar nature of the soil, and other indications, it is supposed that a large lake once existed here, extending from the Coteaux of the Missouri to the high land between Turtle Mountain and Devil's Lake. The soil is a vegetable mould, and possesses the remarkable attributes of the soil of the Red River Valley. The banks of Mouse River are heavily wooded with hard timber, and a luxuriant growth of grass of many varieties is found in the meadows and on the prairie. The prairies leading up to the river are quite elevated, and the stream is, in many places, at least 200 feet below the prairie level, hence even the tallest timber is concealed from the approaching traveler until the bluff that skirts the river is reached. The river bottom is extremely rich, the meadows bearing the most nutritious of grass. The water of Mouse River is very pure and sweet, and occasional rapids afford excellent opportunities for profitable water powers. The river valley has a general elevation of 1,400 to 1,800 feet above the sea level.

GROWTH OF MONTANA.

From the Salt Lake Tribune.

Montana has made a steady progress during the past year; extensive mining transfers have been made; one of the finest, if not the finest, fifty-stamp mill in the world has been erected, besides other reduction works; the old mines have yielded steadily and look better at the close than they did at the commencement of the year; the Utah and Northern road has been extended, and the Northern Pacific has drawn its two interior termini so near together that the last spike will probably be driven next September. Besides her mines, Montana has much good agricultural land, and the Territory is, take it all in all, the most wonderful stock range in the Union. Her people have increased largely during the year, and the increase in the next few years cannot but be very great. The people of her main towns will be, next summer, only two days from the Pacific, three from St. Paul, four from Chicago, and four and a half or five from New York. This takes all the frontier thought away from Montana. She is right in connection, as she is in accord, with the Union; she is peopled by a strong, brave race; she is advancing rapidly toward Statehood, and for many years to come, and probably for many hundreds of years to come, she is to be the nursery and home of fair women and brave men. Like Idaho, her people and interests are closely bound with those of the men of Utah, and there is a deep bond of sympathy between the two Territories. It is just as much of a pleasure to record the prosperity of our neighbors as our own, for there is not a farmer or merchant in Utah that is not benefited by the prosperity of our northern neighbors.

VACANT LANDS IN WASHINGTON TERRITORY.

Plenty of Good Land Still Open to Settlers Near Walla Walla.

From the Walla Walla Statesman.

A little while ago we heard one of the best posted land lawyers of Walla Walla make the rather astounding statement that one-half the arable area of this county remains unsettled and unclaimed. A glance at the map showed that he was correct. People have settled upon the favorite foot-hills and the best land of the valleys below the mountains, and have neglected the great area of rolling hills between Dry Creek and Snake River and the Columbia. So, it remains true that one-half the arable lands of Walla Walla County are unclaimed. Of late more attention is paid to this part of the country, and settlers are making locations. Absence of living water and difficulty in locating wells are the principal objections. No one need doubt the ability of the soil to produce crops. The fact is, settlers have chosen the most eligible locations, and with the wide world to choose from, have passed over as good land as need be desired. The whole region possesses more value for production if it can be supplied with water and eventually it will not be so difficult as people imagine to locate wells. The land toward Snake River is high hills in part, and yet can be made to produce wheat. Coming up from Texas Ferry you climb a great ridge and ride for miles over beautiful bunch grass prairies without seeing a habitation or mark of a plow. All along Snake River to beyond the Tukannon, such seems to be the case. Good land can be found in the Blue Mountains that will be eagerly sought for in a few years from now. The northern part of Columbia County, the southern part of Garfield County, present many vacant places for settlers to select from. The Assotin country is not over one-half claimed, and from Alpowal Canyon to Lewiston, in Garfield County, there is a great deal of vacant land near Snake River. The south side of Snake River is considered by some to be all taken up; but the fact is that this section yet offers homes—and good locations, too—for thousands of families.

Eastern Klickitat had not a single settler last spring and has but few now. For six miles east and west, with an average width of fifteen miles, that portion of country invites settlement. So far as appearances go, that section possesses excellent soil and every advantage that can be desired is obtainable.

An enterprising German, who works in the shops at Ainsworth, has taken land on the Columbia, near there, and has made it produce wonderfully. It has not been supposed that that particular section was of any value as agricultural land, but it seems now that good land lies along the Columbia above Ainsworth, and there is a strip of good country between it and the road, north and south. The extent of good country exceeds all previous anticipations. The mate of the steamer "Billings" says a very desirable strip of agricultural land, twenty miles long and six miles back from the shores of Snake River, commences six miles from Ainsworth, on the north side of that river. Only a few months ago no one supposed there was good land there, but it is claimed that this particular tract, containing 75,000 acres, is superior soil.

The lower part of the Palouse country is almost entirely vacant. Take fifty townships of land there, and not one-half the Government land and not one-fourth the railroad land is yet occupied. All these specified tracts of land are in reasonably close proximity to Walla Walla, and we make the point that unoccupied territory of excellent soil, capable of making homes for 10,000 families, remains vacant within fifty miles of Walla Walla. That will help to appreciate the destiny that awaits our beautiful and enterprising city in the immediate future, if we merit by enterprise results that are within our grasp.

It is stated that the Canadian Government has decided to permit homesteading and pre-emption upon the lands now leased for ranch purposes in the Northwest. Lessees will be allowed a proportionate reduction of rent for lands taken. Ranching must not interfere with or prevent any legitimate settlement.

THE OREGON IMPROVEMENT COMPANY.

From the Walla Walla Statesman.

An important factor in the construction of railroad lines in our Territory, and in its general development, is the Oregon Improvement Company, the office of the general agent of which is located at Walla Walla, with local offices at Prescott, Endicott, Colfax and throughout the country covered by its operations. The lumber yards of this company at Walla Walla and various other railroad points are furnishing the farmers with lumber and fencing at lower rates than obtain in the Western prairie States. The company is deservedly popular with our people. An excellent description of this corporation and its purposes and operations is given in the historic sketches of Washington Territory by Colonel F. T. Gilbert, just published, and is here appended:

When the era of development was fairly commenced in the Pacific Northwest, the enterprising minds that were interested in the work, comprehending the wealth of undeveloped resources, and the actual need of capital to prosecute various enterprises, that not only promised rewards for investment but were actually necessary to meet the progress of this great region, inaugurated the Oregon Improvement Company, with \$5,000,000 capital, and with powers and scope that included the owning and management of any kind of property that could invite investment. Since that time—only two years ago, for the incorporation was effected on the 21st of October, 1880—that company has borne a prominent part in many important enterprises. In that brief space of time they purchased the property and franchises of the Seattle Coal and Transportation Company, owning mines at Newcastle, twenty miles from Seattle; they also purchased the Seattle and Walla Walla Railroad, which at present bears the name of Columbia and Puget Sound Railroad, running twenty miles, from Seattle to Newcastle, *via* Renton, at each of which places they carry on mining operations. To facilitate coal mining and carrying that product to market, the Improvement Company built in the East four iron steam colliers, the "Walla Walla," "Mississippi," "Umatilla" and "Willamette," with aggregate carrying capacity of 10,000 tons, which already find active employment in the coal trade with Pacific ports. Feeling the need of wharf facilities at San Francisco, where their coal finds most extensive market, the company purchased the valuable property of the Union Lumber Company of that city, where they have already constructed extensive coal bunkers and spacious wharf and warehouse privileges. They also own a large wharf and have all necessary terminal facilities at Seattle, in connection with the Columbia and Puget Sound Railroad. The Improvement Company will also operate the extensive coal bunkers on the East Portland side of the Willamette below Albina. They are also sole owners of the Pacific Coast Steamship Company, engaged in the transportation of freight, passengers and mails by steamship between San Francisco and all Pacific Coast ports, including Alaska. In view of the future expansion of their coal trade, the company have secured large and valuable tracts of mineral lands in western Washington Territory. It will be seen that this enterprise had already assumed wide scope and was performing an important part in connection with the destinies of the Sound region. They are destined also to take a strong interest in the progress and development of the upper country east of the Cascades. Two years ago the great value of the Palouse country was understood by a few persons, and attracted the attention of the gentlemen interested in the Oregon Improvement Company. Finding the Northern Pacific Railroad Company willing to dispose of lands, they purchased the odd sections from that company of fourteen townships in the very heart of the Palouse region, containing 150,000 acres of soil seldom equaled for richness or fertility. This land has been carefully graded, and has been placed on the market at prices ranging from \$5 to \$10 an acre, payable in six installments.

Finding other valuable lands for sale, the Improvement Company also acquired by purchase of private owners 28,000 acres in Powder River Valley, a beauti-

ful and fertile region located in among the Blue Mountains and to be soon traversed by the Blue Mountain Division, known as the Baker City branch of the O. R. & N. Co.'s system. This land is sure to become valuable, owing to its location among the rich mining districts of eastern Oregon and the small area of good farming land in that vicinity. The Improvement Company also own 9,000 acres of valuable timber land situated in the Blue Mountains. Enterprising citizens of Walla Walla and Dayton, realizing the great need of lumber and timber for fuel, fencing and building purposes, inaugurated business projects that included the ownership of timber land and lumber mills in the adjoining mountains and the construction of water flumes to connect their saw mills with the valley, down which to float lumber, fencing, firewood, railroad ties, etc. They undertook more than they could financially handle and became insolvent. When the Improvement Company, seeing that the progress of the country and the completion of the railroad were delayed by their failure, purchased the flume to Dayton, in Washington Territory, and then to Milton, in Oregon, each nearly thirty miles in length, and carried both enterprises to a successful issue. In connection with the sale of its lands above enumerated, the company has adopted a system of improving the same for the advantage of the settler, constructing houses, fences, etc., when desired, at less price than the settler could do the work. The land is sold in tracts not exceeding 160 acres to a single person, with a view to securing good cultivation and preventing land monopoly. When the Improvement Company commenced operations in the Walla Walla country, lumber sold at \$25 per 1,000 feet that now sells for \$18. The policy followed is to identify the company with the settler and aid men with moderate means to locate with advantage and succeed in life. So far its policy has been liberal and considerate to immigrants and others making homes on its lands. The gentlemen constituting the Oregon Improvement company are: Henry Villard, residence New York City; Director Henry Failing, Portland; Director C. H. Lewis, Portland; Director J. M. Buckley, Portland; Director S. G. Reed, Portland; Directors A. H. Holmes, New York City, George M. Pullman, Chicago, William Endicott, Boston; President and Director, J. N. Dolph, Portland; General Manager and Director, C. H. Prescott, Portland; Assistant Manager, J. W. Howard, San Francisco; Assistant Manager, G. W. Welder, Portland; Secretary, Joseph Simon, Portland; General Agent, T. R. Tannatt, Walla Walla, W. T. General Tannatt has charge of the land, lumber and flume interests.

THE BILLINGS IRRIGATING DITCH.

The Billings (Montana) *Herald* says that the great irrigating ditch which is to furnish water to the Yellowstone Valley farms for a distance of thirty-eight miles above that town will be finished in about three weeks. In the work 250,000 feet of timber will be used. It includes a flume and heavy bulkhead at the point where the water is withdrawn from the river, flumes at Valley Creek, Lost Canyon and Canyon Creek, and a number of waste-gates. These waste-gates are intended to carry off the surplus water flowing out of the creeks and coulees during freshet season, which, if not provided against, would overflow the ditch and wash its banks.

The completion of this timber work practically finishes the great canal. When the water is turned in next spring the action of the current will doubtless reveal certain imperfections which it will be necessary to remedy. A reservoir will be constructed near Billings and pipes laid to conduct the water into town.

During the spring months and before irrigation is necessary there will be ample time to render these finishing touches. This period will also afford opportunity for the water to overcome the absorbent tendency of the mellow soil, form for itself a hard channel, and flow along the entire length of the canal. By the latter part of the month of June, when the valley will need water from artificial sources, this ditch will afford facilities for supply at any point along the thirty-eight miles of its length.

AN EXTENSIVE CRANBERRY MARSH.

The parties who engaged in cranberry culture in Pacific County, W. T., have blocked out a large amount of work, and are busy getting their tract into cultivatable shape. About twelve years ago Pope & Talbot conceived the idea that there was "big money" in raising cranberries in this vicinity, and sending for an expert from New Jersey, named Hasty, they had him select a piece of land which, in his judgment, would be good cranberry land. He did his work well, and picked out 2,400 acres some four miles north of the present town of Ilwaco, and stretching northward from where H. L. Stou's hotel now stands towards Ilwaco. For some reason the scheme fell through: Pope & Talbot had other plans connected with their large lumber interests on the Sound; and Hasty, though full of enthusiasm, had no money, and the matter stopped there. About fifteen months ago, Chabot & Co., of San Francisco, got possession of the tract. During the last six months thousands of dollars have been expended, a canal has been dug to Giles' slough, a complete system of drainage has been begun, and soon the plants will be set out. It is also the intention of Messrs. Chabot & Co. to go into the culture of various dye plants, for which the soil and surroundings are peculiarly adapted.—*Tacoma News*.

THE CANADIAN PACIFIC ROUTE.

Major Rodgers, who has charge of the Canadian Pacific surveys in the Rocky Mountains, in an interview thus described the route through the mountains: After leaving Fort Colgarry it follows up the Valley of Bow River, entering the mountains about fifty-five miles from Colgarry; thence westerly four miles along Bath Creek; thence southerly one mile to the summit of the Rockies; thence northwesterly down Kicking Horse River forty-seven miles to the Valley of the Columbia, which it follows about thirty miles to the east crossing; thence southerly sixteen miles up the Beaver; thence westerly and southerly about seven miles to the summit of Selkirk's; thence west down the east branch of Ille Cille Waut to its main stream, twenty miles, which it follows twenty miles further to the west crossing of the Columbia; thence west through Eagle Pass forty-five miles to Shusway's Lakes; thence via the lakes and the South Thompson to Kamloop's, about one hundred miles, and joining the road now being constructed by the Dominion Government at Savona's Ferry, a total distance of about four hundred and thirty miles. The highest altitude in the Rockies is five thousand five hundred feet above the sea. Major Rodgers expects the road will be completed in three years.

SIOUX ON A VISIT.

From the Bismarck Tribune.

Tuesday about forty Sioux Indians from Standing Rock agency arrived in the city, *en route* to Berthold to visit the Rees for a couple of weeks. Among the chiefs were Running Antelope, Big Head, Good Bear, Two Bears, Wolf Necklace and Black Eye. The Indians were accompanied by George Papier, interpreter. Several of the chiefs called on the *Tribune* to say "How;" and through the interpreter the *Tribune* learned that a good feeling exists at Standing Rock. The Indians like their agent, Major McLaughlin. He speaks their language, and they consider him the best agent they ever had. Buffalo are reported by Eagle Trapper as being only a few days' ride from the agency on Cedar Creek. In the recent hunt about 200 Indians were engaged. They made three chases and rounded up 1,480 buffaloes. Several interesting incidents occurred on the hunt. One Indian had his pony literally torn to pieces under him by an infuriated bull. Two other Indians on the chase fell into a ravine, and both men had their arms dislocated. They had a glorious time, however, and are thankful to the agent for the permit to go out on the range.

"Yes," said the farmer, "barbed wire fences are expensive, but the hired man doesn't stop to rest every time he has to climb one."

NORTHWESTERN NOTES.

MONTANA'S contribution to the Garfield Monument fund amounted to \$1,461.

THE sand of the shores of Lake Pend-d'Oreille, Idaho, is excellent for making glass, as has been found by recent experiments.

A NEW county is to be organized in Montana, with Billings as the county-seat, and it has been suggested that it be named Yellowstone County.

THE largest piece of timber ever brought over the railroad to Helena came from Foster's Camp, W. T., recently. It measured about 8,000 feet.

THE total number of cattle shipped over the Northern Pacific road the past season was 27,357. Of this number Wyoming furnished 14,435 and Montana 12,372.

At a citizens' meeting, held in Benton, Montana, lately, the general sentiment seemed to be in favor of a \$50,000 court house and a \$30,000 school house for the River Metropolis, and an enabling act will be requested of the Legislature.

In the last nine months there have been 150 post-offices established in Dakota. In all the other Territories combined there were 142. This fact will show more plainly, perhaps, than any other, the marvelous rapidity with which settlement has advanced across the Dakota prairies during the year just closed.

In order to test the capacity of the new circular saw at Port Blakely, a log twenty-four feet long and seven feet in diameter, containing over 6,000 feet of lumber, was recently hauled into the mill, and soon ripped into inch boards. This is said to be the largest log in diameter ever sawed on Puget Sound.

ST. PAUL is promised a handsome opera house by September 1st, capable of seating 1,800 people, and amply provided, not only with all the modern stage appliances, but, what is worth them all in case of panic, exits enough for a clearance of the house in four minutes. The cost of the improvements is given at \$200,000.

THE *Oregon Astorian* says: "Upon our desk lies a strawberry plant in fullest leaf, with nine berries upon it in every stage of ripeness, from palest kernel to scarlet fullness. It was left by Conrad Buchter, who has a fine lot of plants on the other side of the hill, and is a good exemplification of what an Astoria December is."

ONE of the largest of all the famous Dakota bonanza farms is offered for sale on account of a non-resident owner. This estate lies near Fargo, convenient to both the Manitoba and Northern Pacific Railroads. It contains 3,040 acres, with 1,400 acres ready for crop. It ought to be broken up into small farms. The bonanza farm business has had its day.

JOURNALISM in Fargo is not likely to flag in interest for want of personality. One of the daily papers calls the staff of the other "the charnel-house gang," and the other retorts by calling the rival editor a "moral graveyard undertaker." There is very little of the "esteemed contemporary" business among the pushing newspapers of the Far West.

It wakes one up to become a resident of Dakota; invigorates one, puts new life and hope into one's soul, and energy and enterprise which have nearly died out on account of discouragements caused by failure to make a stone heap of the East, commonly called farms, yield forth a large amount of No. 1 hard—an impossibility—takes a new lease of life, as it were, born anew. When once they are here they look around them, be-

hold the beautiful country, see thousands and thousands of acres of rich soil, with no stumps or stones, to cause them hard and extra labor, their joy is complete, the old energy and enterprise they once had, when first they began the battle of life, comes back with a bound, their faith in themselves increases, and as time rolls on their accomplishments are even more than they had ever dared to hope. This is Dakota, Eastern reader; will you have some of it?—*Dakota News*.

AN old-fashioned chinook set in Monday night, and the snow disappeared with amazing rapidity before the balmy Pacific breeze. These chinooks take their origin from a current in the Pacific Ocean, which is a counterpart of the Gulf Stream in the Atlantic, and which, starting from the coast of Japan, strikes the western shores of the northern part of this continent. This current of warm water creates warm atmospheric currents which, after reaching America, keep on eastward through the defiles of the Rocky Mountains, thawing ice and snow in their general progress, and extending their influence nearly to the Missouri River. At the point in Washington Territory where the current strikes this continent is a small tribe of low grade Indians known as the Chinooks, and from them the balmy breeze derives its name.—*Billings (Montana) Post*, Jan. 13th.

WHEN Secretary Seward bought for the United States the cold Northwest shoulder of the continent, he did not dwell too much on the value of the fish and furs of the region, but pointed out the charms of its soft climate and its wheat-growing possibilities. Since that time not much has been said of the agriculture of Alaska, but great stories have been told of its mineral riches. A recent report is that 1,500 miles up the Yukon gold-bearing gravel has been found yielding \$1.50 the pan. Rumors of this kind are apt to be exaggerated; still, the thirst for the precious metals may produce a degree of emigration to Alaska which its other attractions have not been able to secure; and we may eventually get a good deal of geography, if not much gold, out of this Territory.—*New York Sun*.

AMONG the most promising of the many towns now springing rapidly into existence along the lines of the Northern Pacific and Oregon Transcontinental Railway system is Pullman, in Whitman County, Washington Ter. The town site is on the South Palouse, at a point formerly known as Three Forks, twelve miles west from Marengo, on the Moscow branch of the Oregon Transcontinental, Columbia River and Palouse Road. The location is in the heart of the richest portion of Whitman County, and with the completion of the railroad early next season will become at once the central point of an immense tributary region. Pullman is named in honor of the Chicago capitalist of that name, and an associate of Mr. Villard in the various railroad enterprises in this region.

TACOMA is a very prosperous place. Within the past year it has passed out of the village state into cityhood. Its streets are scenes of ceaseless activity and resound with the hum of energy and thrift. Besides the works of the railroad company, referred to above, permanent improvements to the value \$150,000 have been made, and plans for even a greater portion of growth are waiting on the open weather of "next year." The business men of New Tacoma are confident that their place is to be the city of Puget Sound, and with utmost confidence are backing it with their money. In the opinion of those best informed, the town is now on the eve of a great "boom." The proposed line of railroad from Portland down the Columbia River to Kalama will connect New Tacoma with Portland and within a few months with the East, and magnificent expectations are based on this prospect.—*Portland Oregonian*.

ALL the piling has been driven for the Northern Pacific bridge at the first crossing of the Gallatin, in Montana, and most of that requisite for the second crossing; thus the bridge timber can be placed in

position within a few days, and without delaying track laying an hour. In the construction of the bridge across the Missouri River, near Indian Creek, it is thought that pile driving will not have to be resorted to, the river there having a well defined, permanent channel, and a firm, gravelly bottom. Frame piers, filled with stone, will be constructed to support the spans, but the work may not be undertaken until spring, unless the river freezes over solid, in which event the work of constructing the piers will be begun immediately and completed before the spring break-up.

DAKOTA claims a population to-day of 300,000 souls, and it is not improbable that an actual count would reveal many thousands more. One-fourth of this number, or 75,000, are doing more or less to secure immigration—75,000 are writing encouraging letters to Eastern friends, and their Eastern friends are divulging their contents to other friends, and in this way, as well as through scores of other mediums, the Territory is becoming advertised and people are being induced to come. Five years ago not over 10,000 Dakotians were engaged in writing letters and influencing the popular mind, and since that time population has been increasing annually at the rate of forty per cent. Should the proportion continue for the year upon which we now enter there will be 120,000 added to our population during 1883, and the public lands will be well nigh exhausted east of the Missouri River.—*Yankton Dakotian*.

THAT instrument of fraud and land-grabbing, the pre-emption law, ought to be swept from the statute book without further delay. It enables speculators to get possession of large tracts of valuable land by placing hired men upon the quarter sections to put up ten-dollar board cabins and make oaths of residence. A highly profitable theatre of the operations of bogus pre-emptors is in the pine regions. A pre-emption of pine land in Minnesota or Wisconsin is a *prima facie* fraud; for these lands are generally worthless for agricultural purposes, and, as a rule, no one enters them with any view to settle on or improve them. In the agricultural sections there are very few genuine pre-emptors for settlement. A settler can get his land for nothing by living on it five years. If a man prefers to pay \$1.25 or \$2.50 an acre for a quarter section after six months' residence, it is because he wants to sell it immediately, and is a speculator, not a farmer.

A SUBSCRIBER in Ann Arbor, Michigan, writes: "I was up over the line of the North Pacific last harvest, and am free to say you can puff it up the best you can, you cannot overdo it. It is the best country on God's footstool that I ever saw, and I have been from Maine to Oregon, Japan and China, and in most of the States in the Union. Young man, go to the Northwest, is my advice."

AN ISOLATED CITY.

From the *Bismarck Tribune*.

Twelve hundred miles up the Missouri River from Bismarck, away from any railroad, hemmed in by mountains, and almost shut out from the world during the winter months, is the town of Benton. Few people realize the importance of this isolated city. It is a town of 3,000 people. Its business men transact business in mammoth brick blocks. Lumber has always been so high that it has been economy to build of brick. This year over \$200,000 has been expended in improvements. A \$50,000 hotel has just been completed, and the city boasts of a Chamber of Commerce and other evidences of metropolitan life. Benton is the entrepot to the British northwest territory. It has firms who carry stocks of nearly half a million dollars. From Benton the hundreds of tons of freight received by the Missouri are shipped to the interior. All this freight goes from Bismarck, and gives employment to twenty-two steamboats during navigation. Thus is Benton an important feeder to Bismarck.

NORTHERN PACIFIC EARNINGS.

The approximate Gross Earnings of the month of January, 1883, as shown by the report of General Auditor Barker, are as follows:

Total,	\$392,936.00.	Road miles, 1,535
Corresponding month of last year,	\$245,368.84.	972
Increase,	\$146,667.16.	563

Seven months this year,	\$4,716,434.29.
" " last "	3,016,358.44.
Increase,	\$1,700,075.85.

NORTHERN PACIFIC LAND SALES.

The land sales of the Northern Pacific Railroad Company for the month of January, 1883, with those of the corresponding month of previous year, were as follows:

	ACRES.	AMOUNT.	TOWN LOTS.	TOTAL.
January, 1883,	43,871	\$174,443	\$55,626	\$230,069
January, 1882,	20,157	65,440	9,795	75,235
Total Increase,				
1883,	23,714	\$109,003	\$45,831	\$154,834
Average per acre this year, \$3.97; last year, \$3.24.				

In reply to several inquiries, not specifically answered in our Questions and Answers Department, concerning Northern Pacific Dividends, we desire to say that preferred stockholders are entitled to dividends from the net earnings of the entire road from July 1st, 1882, after paying the interest on the Company's bonds issued for construction. There is no distinction as to the different parts of the road with respect to either preferred stock or bonds. The whole net earnings go to form a fund from which dividends are paid, and the bonds are secured by mortgage on the entire road. It is the province of the Board of Directors to declare a dividend, and the officers of the Company have very properly no opinion to express as to the date or amount of the next one.

THE BEST CATTLE FOR MONTANA.

W. H. Martin, of one of the heaviest firms of shippers in Montana Territory, holds that a cross between the Texan and Shorthorn is the hardest and best under all the prevalent conditions. This breed he thinks not only well adapted to the ranges of Montana, but of fine fibre and flavor. Herefords do well, but the crosses referred to above are hardy and easily acclimated, and withal give a good return on the investment. The cattle business, Mr. Martin thinks, will grow in importance with the development of the Territory and the industry of dressing beef, and shipping the product of the ranges in that shape to the Eastern markets. This, within two or three years, will become recognized as the most approved method of doing the business. The Northern Pacific is making arrangements to handle the product in this form, and it will, without doubt, take precedence over the plan of shipping on the hoof, by which a heavy carriage is paid on waste matter.

A WILD CAT RIDING A DEER.

From the Minneapolis Tribune.

One night recently a hunter reading near Custer was aroused by an unusual noise near his cabin. Taking his gun he went out to see what the trouble was, and noticed a deer at full speed with a wild cat perched on its back, and making frantic efforts to cut the deer's throat with its sharp teeth. The hunter raised his gun and fired. The wild cat instantly jumped off the deer's back and made for its assailant. The man reloaded his rifle, and when the animal was within twelve or fifteen feet of him he again fired and killed the brute. Just as he fired the last shot the deer fell dead but a few paces from where the hunter first saw it. Examination revealed that the man's first shot had wounded the wild cat in the belly, while the second hit it squarely in the head, and that the deer had died from the effects of the biting received from its strange rider.

Prices of Northern Pacific and Oregon Securities.

FURNISHED BY DECKER, HOWELL & CO., 58 BROADWAY, NEW YORK.

The following table shows the highest and lowest prices and sales of the Northern Pacific and Oregon Securities on the New York Stock Exchange, from January 15th to February 3d.

	Jan. 15th, 1883.	Jan. 16th, 1883.	Jan. 17th, 1883.	Jan. 18th, 1883.	Jan. 19th, 1883.	Jan. 20th, 1883.	Jan. 21st, 1883.	Jan. 22d, 1883.	Jan. 23d, 1883.	Jan. 24th, 1883.	Jan. 25th, 1883.	Jan. 26th, 1883.
No. Pac. Com.	49 1/2	49 1/2	49 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
No. Pac. Pfd.	86	85 1/2	85 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
O. & Transcontinental	84 1/2	84 1/2	84 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
Oregon R. & N. Co.	140 1/2	140 1/2	140 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2
Oregon Imp. Bds.	92 1/2	92 1/2	92 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
O. Imp. Stock	85 1/2	85 1/2	85 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
O. & Trans. Bds.	91 1/2	91 1/2	91 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2

PRICES OF NORTHERN PACIFIC AND OREGON SECURITIES.—CONTINUED.

	Jan. 27th, 1883.	Jan. 28th, 1883.	Jan. 29th, 1883.	Jan. 30th, 1883.	Jan. 31st, 1883.	Feb. 1st, 1883.	Feb. 2d, 1883.	Feb. 3d, 1883.
No. Pac. Com.	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
No. Pac. Pfd.	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
O. & Transcontinental	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
Oregon R. & N. Co.	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2
Oregon Imp. Bds.	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
O. Imp. Stock	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
O. & Trans. Bds.	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2

DREXEL, MORGAN & CO.

WALL STREET,

Corner of Broad, New York.

Drexel & Co.,
No. 34 South Third Street,
PHILADELPHIA.

Drexel, Harjes & Co.,
31 Boulevard Haussmann,
PARIS.

Domestic & Foreign Bankers

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF

Messrs. J. S. MORGAN & CO.,

No. 22 OLD BROAD STREET, LONDON.

Feb., '83—Con.



THE NORTHERN PACIFIC RAILROAD.

Now completed and in operation from St. Paul and Duluth over 1,000 miles west to Livingston, at the head of the Yellowstone Valley, and from Puget Sound and Portland, Oregon, nearly 1,000 miles east, to the base of the Rocky Mountains.

The gap of 275 miles will be completed early next summer.

A Stage Line runs between the ends of track.

The Northern Pacific is the Pioneer Route to Northern Minnesota and the marvelously fertile valley of the Red River of the North.

G. K. BARNES,

GENERAL PASSENGER AGENT, ST. PAUL.

It is the only all Rail Route
TO THE NEW GRAIN AND GRAZING COUNTRY OF WESTERN
DAKOTA.

TO THE BEAUTIFUL YELLOWSTONE VALLEY.

TO THE PASTURE LANDS OF MONTANA.

TO THE WONDERFUL NATIONAL PARK.

TO THE NEW GOLD AND SILVER MINES OF MONTANA.

TO THE GREAT NEW WHEAT BELT OF WASHINGTON TERRITORY.

It offers unrivaled attractions to emigrants, tourists and sportsmen.

Through trains and Pullman cars.

H. HAUPT,

GENERAL MANAGER, ST. PAUL.

A. ROEDELHEIMER, General European Agent, 20 Water Street, Liverpool.

Emigrants from Europe ticketed through to all points in Minnesota, Dakota, Montana, Idaho, Oregon and Washington Territory.

Full and accurate information furnished concerning Lands, prices, cost of travel, and openings for farmers, mechanics, tradesmen and laborers in the New American Northwest.

Illustrated Pamphlets, Circulars and Maps sent free to all parts of Europe on application by post to the Agent.

THE HAMBURG-AMERICAN PACKET CO.

DIRECT WEEKLY LINE

— TO —

ENGLAND, FRANCE AND GERMANY,

Carrying the United States, French and German Mails.

Leave New York every Thursday and every Saturday
for **PLYMOUTH (London), CHERBOURG (Paris), and HAMBURG.**Returning, the Steamers leave **HAMBURG** every **WEDNESDAY**
and every **SUNDAY**, via **HAVRE**, taking Passengers
from **SOUTHAMPTON** and **LONDON**.**C. B. RICHARD & CO.,**

General Passenger Agents,

61 BROADWAY, NEW YORK,Or to any of their Agents throughout the United
States and Canada.

Jan. '83—cu.

**SUTTON & CO.'S
DISPATCH LINE****FIRST-CLASS CLIPPER SHIPS,**

For San Francisco & Portland, Oregon,

FROM

NEW YORK AND PHILADELPHIA.This Line is composed of the finest and best clipper ships
afloat, and sail every week or ten days, according to the season
of the year.Shippers from out of the city may consign their freight direct to
us, sending us shipping receipts by first mail, when their goods
will receive our best attention, free of commission.By having our lines from New York and Philadelphia, we are
enabled to offer unequalled inducements. Please address**SUTTON & CO.,****82 South Street, New York,**Or **147 So. Front Street, Philadelphia.****JOHN ROSENFELD,**

Consignee in San Francisco.

Messrs. ALLEN & LEWIS, Portland, Oregon.

Jan. '83—cu.

Frank Smyth & Co.,

Members of the New York and Philadelphia Stock Exchanges.

BANKERS & BROKERS,**No. 42 SOUTH THIRD STREET,****PHILADELPHIA**Connected by Private Wire with Bouvier & Wallace,
Mills Building, New York.Receive accounts of Banks, Bankers, Corporations and Indi-
viduals upon favorable terms.

Deal in Government and Standard Investment Securities.

Bonds and Stocks bought and sold on commission, at Philadel-
phia, New York, Boston and other Exchanges.

Feb. '83—M.

NORTHERN PACIFIC R. R.**Lands For Sale.****THE BEST HOMES**For 2,000,000 Families now await
occupancy in**Minnesota, Dakota, Montana,****Idaho, Washington and Oregon.****THE MATCHLESS****NORTHERN PACIFIC COUNTRY.**

2,000,000 Families Of the great
10,000,000 Souls! population — no
one can predict
how great it will become—which will soon inhabit this
region, the new comers from the older States will be
the first families and leaders, socially and politically, in
this newly opened section of the United States. They
will all become prosperous, and many will acquire for-
tunes in a short period, by turning the vast wheat-pro-
ducing lands, ready for the plow, into productive farms;
by stock raising on the immense grazing ranges; by
developing the resources of the extensive forests and
mineral districts; and by investments in the thriving
new towns opened for settlement all along the line of
the

Northern Pacific Railroad

— IN —

Minnesota, Dakota, Montana,**Idaho, Washington and Oregon.****LARGE AND SURE CROPS EVERY YEAR**And all the people are prosperous. While large num-
bers have secured a competency, many have acquired
wealth, and THOUSANDS HAVE MADE FORTUNES THIS
YEAR.Come and examine a country which speaks for itself
more favorably as to its great superiority over any
other section, than any written description can portray,
and where every man can make an independent fortune.

Lands! Millions on Millions of acres of
low-priced Lands for sale by the
Northern Pacific R. R. Co. on Easy
Terms. They are the cheapest and most productive
lands ever offered for sale by any Railroad Company.

TERMS OF SALE.

Agricultural lands of the Company, east of the Missouri
River, in Minnesota and Dakota, are sold at \$4.00 per
acre, and the preferred stock of the Company will be
received at par in payment. When these lands are pur-
chased on time, one-sixth stock or cash is required at
time of purchase, and the balance in five equal annual
payments in stock or cash, with interest at 7 per cent.
A rebate of 25 per cent. of the price is made on land
broken and cultivated within two years from the time
of purchase.

The price of a large proportion of agricultural lands
west of the Missouri River is \$2.60 cash to actual set-
tlers, or, if purchased on time, \$3.00 per acre, one-sixth
cash and the balance in five equal annual cash pay-
ments, with interest at 7 per cent. per annum.

FREE! For Maps and Publications SENT FREE,
and for all information relating to lands,
agencies, etc., apply to or address either

P. B. GROAT.

Gen'l Emigration Agent, St. Paul, Minn.

CHAS. B. LAMBORN,

Land Commissioner, St. Paul, Minn.

CITY OF TACOMA!**THE WESTERN TERMINUS**

OF

THE GREAT TRANSCONTINENTAL**Northern Pacific Railroad.**

The Tacoma Land Company is now offering for sale Town
Lots in Tacoma, and Agricultural Lands of Superior Quality, in
the vicinity of the terminus of the Northern Pacific Railroad.

DESIRABLE LOTS FOR RESIDENCES*And Business Purposes.*

Parties who intend moving to Washington Territory should
first visit Tacoma before locating, and see the most beautifully
laid out town in the Northwest, whose natural advantages will
recommend themselves at once; and for health and beautiful
scenery cannot be surpassed by any town in the United States.
Full information may be obtained by applying to

ISAAC W. ANDERSON,

GENERAL MANAGER, TACOMA, W. T.

Feb. '83—C.

DAKOTA LANDS.The large yield of grain of all kinds in
the**JAMES RIVER VALLEY.**

has attracted thousands of persons to take
up claims on its fertile prairies. The soil
is first-class; the water is clear, pure and
sweet; the grasses are nutritious, stock of
all kinds do well on its rolling prairie.
The settlers now there are made up al-
most wholly of emigrants from Pennsylv-
ania, Michigan, Illinois and Ohio. Churches
are numerous and constantly increasing—
school houses also. It is the best part of
Dakota in which to settle and obtain the
best advantages.

Farms last year yielded a golden harvest
of nearly thirty bushels of wheat to the
acre in this valley. Almost all the Railroad
land is sold; but many chances yet remain
on Government sections, and choice lands can
be had from second hands at very reason-
able figures, and such as will enable the
buyer to pay for it in full out of three
crops and leave a good surplus for him-
self besides.

The subscriber will be glad to show
any part of nearly twenty thousand acres
to those desiring homes.

B. S. RUSSELL,**Jamestown, D. T.**

Jan. '83—ct.

BETHLEHEM**STEEL RAILS.****GEO. A. EVANS, Agent,****No. 74 WALL STREET,****NEW YORK.**

Jan. '83—cu.